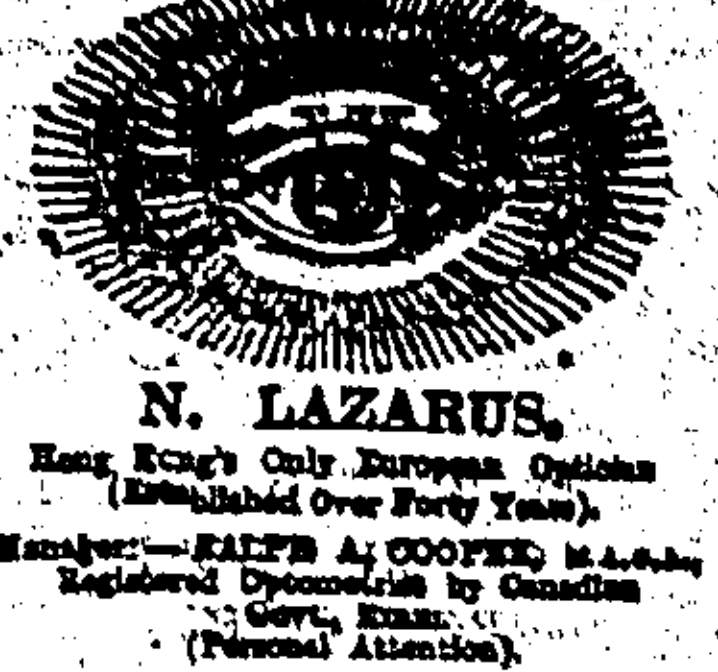




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HONG KONG OPTICAL WORKS
Established Over Forty Years
Specialists in all kinds of Spectacles
and Lenses
Registered Dispensers by the Government
(Patented Attention)

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 22,051 號壹拾伍零仟貳萬式第 日拾初月式巳己 HONG KONG, WEDNESDAY, MARCH 20th, 1929. 叁拜禮 日拾式月叁年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

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	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.10	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.10	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.10	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.10	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.10	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10	2.30	2.50	3.10	3.30	3.50	4.10	4.30	4.50	5.10	5.30	5.50	6.10	6.30	6.50	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.

WHIPPET FOURS & SIXES

INCREASED POWER
LONGER WHEEL BASE
CHROMIUM PLATED RADIATORS
LONGER SPRINGS
GREATER BEAUTY
And LOWEST PRICES in their respective classes

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS—GILMAN & CO., LTD.

NEW WHIPPET MODELS.

LARGER AND MORE ATTRACTIVE DESIGN.

Re-designed Whippets in both four and six cylinder models, as recently announced by Willys-Overland, are featured by new beauty of body line and quality of construction that sets a new standard for light cars. The lowness of price on both lines completes the achievement.

In presenting the new Whippet Fours and Sixes, Mr. Willys says: "When the original Whippet was introduced, designed on lines that entirely revolutionized the light car field, it was predicted that within two years, makers of all light cars in the Whippet classification would be forced to adopt the mechanical features first set by the Whippet or be relegated to the obsolete group. This applied particularly to four wheel brakes.

Following the Lead.

In less than two years, automobile manufacturers in both the low and higher priced fields are following the trend set by the Whippet.

And now we present the completely redesigned Whippet Fours and Sixes, bringing to the low price class for the first time in automobile history the beauty of high priced cars, in addition to proved mechanical superiority.

By combining a definite type of beauty, entirely new to the light car field, with the proved mechanical superiority of the previous Whippet Models, Willys-Overland has reached a new position of leadership in quality of light cars.

Outstanding among the features which place the Whippet in its distinctive position is the new "Finger-Tip Control." By means of this ingenious device, all functions of starting the motor, controlling the lighting system and sounding the horn are operated from a single button conveniently located in the centre of the steering wheel. This system has been subjected to exhaustive tests and characterized by experts as the greatest driving convenience since the electric self-starter.

Increased wheelbase results in larger and roomier bodies, with newly designed interiors that are more spacious for driver and passengers. Seats are scientifically designed with perfect contours for maximum comfort, and with marked increase in both width and depth. Increased space also provides utmost freedom for operation of the brake and clutch pedals. Comfortable riding quality is further enhanced by the use of longer front and rear springs in both the Four and Six.

The windshield is quickly and easily opened or closed with one hand by the new worm and wheel mono-control.

Engine is Improved.

The bore of the Whippet Four engine is unchanged, but the stroke has been increased by 1". Coupled with this increase in stroke is an increase in compression ratio which, with a new manifold and a larger intake valve, produces an engine of decidedly more horse-power and torque. With this change, Willys-Overland engineers declare, the engine now produces 40 horse-power which is 25 per cent. more than its predecessor—a claim which is established by actual tests under all conditions of driving including hill-climbing, speed under heavy load, etc. Another improvement in this motor is the adoption of Inverted pistons.

The Whippet Six is not capable of speed in excess of 60 miles an hour, as demonstrated in repeated tests during which fuel consumption under normal driving conditions was better than 30 miles to the U.S. gallon. The carburetors of both the Whippet Four and Six have been entirely redesigned and add materially to the new high speed and power performance.

"Twilight" system of lamps is another distinctive feature of these new cars. These lamps, with chromium plated doors, are equipped with double filament bulbs for fixed focus; the upper beam throwing a bright light far down the road for fast driving, and the lower beam throwing the ray downward to a shorter distance for use in passing an oncoming car. These are controlled by the "Finger-Tip" device described earlier.

With the increase in wheelbase, the chassis of both Four and Six have been changed to incorporate material improvements over previous practice. Heavier material is used with additional cross members and an improved method of attaching them to the side rails to provide greater ruggedness, stability and rigidity.

Steering Made Easier.

The steering mechanism has been redesigned to provide marked ease of steering in the new Whippet. This has been accomplished through the use of worm and gear reduction of 11 to 1 as against 9 to 1 in the former models.

The design of the steering wheel itself makes for more comfort in driving since the oval section of the rim is inclined and not parallel to the steering post, so that the hands rest in a natural position on the wheel.

The lubrication system follows the same practice which has been so successful in previous models—that of a full force feed system which assures positive lubrication to every part of the engine requiring oil. The transmission and clutch are unchanged. The generally satisfactory operation of gear shifting in the original Whippet transmission has therefore been retained.

The tow-board is now covered by a moulded, rubber mat having a steel insert which fits closely around the brake and clutch pedals and shuts out all cold and moisture at these points. The very adequate braking system of the Whippet Four has been retained in the new models, while the Whippet Six braking system has been modified with the adoption of the Duo Servo, two-shoe brake, which is declared to be the latest development in outstanding braking equipment.

Messrs. Gilman & Co. are the local agents.

CRUDE OIL AERO ENGINE.

SUCCESSFUL GERMAN TESTS!

BERLIN (U.P.)—Tests that are claimed to have been entirely satisfactory have just been made in flights with an airplane fitted with a new Junker's 600 horse-power engine that operates on crude oil. This is the first time an airplane has been flown in Germany with a crude oil motor, and due to the fact that crude oil is not readily ignited, this makes for safety from fire in a crash.

On account of this safety factor coupled with the low cost of crude oil, it is claimed the invention of a reliable crude oil motor will do much to popularize flying.

A new motor which is the result of many years of research was tested in a motor-car before being installed in an airplane. The makers have so far refused to reveal details of the test or specifications of the motor other than to say it generated 600 horse-power.

DANGEROUS DRIVING.

CAR, PERAMBULATOR, BABY AND TWO PEDESTRIANS IN ACCIDENT.

A remarkable accident, in which a motor-car, a baby, a perambulator, and two pedestrians were involved, had a sequel at Hendon Police-court recently, when Alexander Rowan, described as of Bedford-road, Clapham, the driver, was fined £5, and ordered to pay £5 2s. 6d. costs, for driving in a dangerous manner. The accident occurred at Hendon-broadway, Edgware-road.

It was stated by a police witness that defendant's car collided with a perambulator, containing a baby, which was being pushed across the road by a young woman, who was accompanied by a man, the man being knocked down.

"The pram was knocked over," he said, "and the baby was shot out a distance of 20 feet, just as though it had been thrown from a catapult. The car then mounted the pavement and ran along it for about 30 yards, and, swinging back into the road, completely overturned."

Defendant said he was overtaking a bus, and he sounded his horn, but the woman hesitated. He swung to the offside, to try to pass in front of her, but she ran forward into the car, he said, did not run along the pavement.

MOTOR NOTES

THE SPEED LIMIT.

WHOSE OPINION SHOULD PREVAIL?
PRESENT ANOMALIES.

Mr. Mervyn O'Gorman, vice-chairman of the Royal Automobile Club, gave evidence recently before the Select Committee of the House of Lords which is considering the Road Vehicles Regulation Bill, promoted by Viscount Cecil of Chelwood, who is a member of the committee. The Bill's main object is to diminish the number of road accidents.

Mr. O'Gorman said he was opposed to tests for motorists in the form suggested in the Bill. He argued that warnings ought to be placed where accidents could be avoided. They must educate the pedestrian in the use of the road.

Earl Russell: You argue that 80 out of every 100 accidents will not be cured whatever you do to the motorist?

Mr. O'Gorman: I'm afraid that is so.

"We don't consider accidents to be a disease," Mr. O'Gorman told the Committee. "They are only the symptoms of a disease. We consider the disease is mismanagement of the whole of the road traffic industry." The Minister of Transport had no control whatever over the 1,700 committees who were really misusing their powers of road management. Among these authorities there was no co-ordination. The Automobile Club thought it was necessary to seek out a code of customs and give it publicity and authoritative support. "We only ask for a code of customs and not for a mandate," he said. They considered it necessary to avoid all rules that had not got a moral sanction. There were times when exceeding the speed limit was not an offence in itself.

If the Speed Limit Were Put to the Vote.

Viscount Cecil: Who is to judge the morality of that point? If you polled the country I should say you would find a very large majority in favour of a speed limit, but motorists would be against it.

Mr. O'Gorman: Since the imposition of this duty is upon a certain number of people, it is those people whose view should be taken as to the morality of the question.

Viscount Cecil: Would you extend that to burglars? (Laughter.) Mr. O'Gorman: No, because burglary in itself is a crime.

Earl Russell asked Mr. O'Gorman if he had seen taxi-cabs and motor-cars racing along Pall Mall after the theatres had closed at night.

"Would you venture into that maelstrom and cross the road by merely holding out your hand?" he inquired.

Mr. O'Gorman admitted that he would not, but added that the whole trouble was that there was no canon of custom. He suggested that blind corners should be rounded off, and contended that if the authorities did what they had the power to do a great deal of the trouble would be overcome. An authoritative statement as to what was the best custom was necessary in regard to the dimming of headlights on motor-cars at night.

35 Miles an Hour Permitted.

Mr. Safford Mylius, traffic adviser and assistant secretary of the traffic department of the Metropolitan Police Office, said that it was highly desirable that there should be a test for persons who wanted a driving licence, but with so large a number it was difficult to see how any satisfactory method of examination could be devised. In many cases danger did not arise from want of competence, but rather from want of consideration and undue trust in the driver's competence. As to the speed limit, the Commissioner suggested that the highest maximum should be thirty-five miles an hour.

Viscount Cecil: Police traps have been a complete failure, have they not?

The Witness: Oh, no.

Surely you would not say that the law is observed in any part of the country?—Oh, yes. But I should say that in many instances it is disregarded.

Speaking generally, would you say that 99 cases out of 100, to put it mildly, break the law?—I would not put it as high as that.

Have you ever been in a car which did not break the law?—I have once, but it broke down. (Laughter.)

Earl Russell: I understand that the whole object of the "Flying Squad" is that they should break the law. (Laughter.)

Lord Sandhurst: Is it a fact that the police have instructions not to interfere with motorists travelling between thirty and thirty-five miles an hour?—Roughly, that is so.

(Continued at foot of next column.)

SEEING ENGLAND BY CAR.

A HINT FOR HOME LEAVE.

He who would see Britain aright must take the highways, binding himself to no rigid route or fixed time-table, and visiting town and village, lake and river, hamlet, castle, cathedral, valley, hill, moor, land and forest, in his own way, by road or track. He is free from all cares, calculations and time-tables, making him master of his leisure, easily and fully, into closer acquaintance with his homeland and heritage, and with a mind content in the knowledge that at the end of the holiday a fixed repurchase price eliminates all anxiety and worry about the disposal of his Leave Car.

Maximum Enjoyment.

You can purchase your leave car for use in England, either for cash or on deferred payments before you sail, or from the boat, or on arrival in England, where you have the biggest stock to select from. If it costs £100 or over, the unparalleled Healy Service and Guarantee Policy covers it.

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In Healy's various extensive showrooms—one of which alone is probably the largest in Europe—are cars for every requirement. Two, three, four, five, six, seven-seaters, open and closed; cars in a bewildering array from which you will find no difficulty, with our unbiased guidance, to select one to take you where and when you will during the whole time you are in the country. The value of a car depends on the kind of treatment it has been subjected to, its mileage, and other factors, quite irrespective of their year of manufacture. Healy guarantee their used cars because wherever necessary they have been overhauled and reconditioned. There are also shop-soiled and demonstration cars available, all of which are published in their weekly list, which will gladly be forwarded on request.

Re-Purchase Guarantee.

When desired, a written guarantee is given to re-purchase any new or used car sold by Healy, at a definitely fixed percentage. They are prepared to buy back all approved cars up to six months at 65 per cent. of the list price current at the time of re-purchase. For shorter periods, according to the time of the year, they give more advantageous terms. For longer periods they stipulate that the car be inspected one month before re-purchase, when they fix the price according to condition, time of the year and other factors, giving you ample opportunity to obtain a better offer elsewhere before committing yourself to their figure—which holds firm for the four weeks, provided of course you don't crash or seriously diminish its value.

Combined Hire Purchase and Re-purchase.

This remarkable feature of Healy service to overseas customers provides for their holiday in England, a car with the very minimum capital outlay, and eliminates all worry as to its disposal at the end of their leave. By paying, say, £25 down, on a £100 car, the balance is then spread over six, twelve or eighteen months: At £24 12s. per month, at the end of three months he would have only paid out £23 16s. of which, on the return of the car, Healy would return £12 10s. For the next three months, the car would only have cost you £20 6s.—you cannot get better terms anywhere!

Enquiries from overseas should be addressed to Devonshire House, Piccadilly, London, W.1.

Does that strike you as a satisfactory state of the law?—I think it is reasonable.

Viscount Cecil: It is possibly reasonable in the circumstances, but it is not a good thing from the point of view of the law. Is it a desirable state of the law that when the local limit is twenty miles an hour every paper publishes advertisements of cars capable of travelling at sixty miles an hour?

We cannot help the publication of advertisements.

Mr. Mylius did not favour a mechanical check on cars, as its presence might conduce to accidents, and it was impossible to get a device that could not be tampered with, while continual inspection would be necessary.

ENGINE "WATCH-DOGS."

FILTER, VENTILATOR, AND THERMOSTAT.

Few motorists recognize the importance of three engineering developments which play a major role in adding thousands of miles to the life of their motors, according to Mr. White, of the Hong Kong Hotel Garage, Queen's Rd. They are the oil filter, the crankcase ventilator, and the thermostat which controls the circulation of water through the cooling system of all Studebaker cars.

"These three trusty watchdogs of engine performance assume new importance in cold weather," declares Mr. White, "for then the conditions of engine operation are more severe, and the value of these safeguards becomes increasingly important."

Dust in the Crankcase.

"All three devices combine to serve one purpose, that of guarding the oil which is the bloodstream of the motor's life. The first watchdog is the oil filter. Often small specks of carbon, tiny metal scrapings too small to be caught by the ordinary oil screen, or other impurities get into the crankcase. Through the action of the filter many of these impurities are removed from the oil flow and never permitted to reach the vital parts.

The oil filter thus cleanses the lubricant maintaining a steady flow of pure oil to cylinders, bearings, and the pipes through which it is pumped. But it cannot prevent the development of another source of trouble which used to raise havoc with the engine—namely, oil dilution.

"The crankcase ventilator is the remedy for that. One of the inevitable conditions of engine operation is the presence in the crankcase of a certain amount of petrol vapour which escapes down past the pistons. This vapour and others which develop as a consequence of the extremely high temperatures of engine operation have a tendency to condense.

"If this occurs to any great extent the lubricating quality of the oil is affected, and water and sulphur compounds may form in the crankcase, and exercise a corroding effect on the bearings and other parts of the motor.

"Thus it is important to provide some means for carrying off these vapours before they condense and start their destructive work. The crankcase ventilator does just this, sucking them out of the crankcase and passing them down under the car through a metal pipe so that none of the objectionable odor gets into the interior of the car.

"Now we come to the water thermostat, which does still another important job. Starting a cold motor often requires the use of the choke. Sometimes it is necessary to use the choke for a time until the motor warms up. The thermostat reduces this use of the choke by cutting down the time required to warm up the motor. It accomplishes this by preventing the circulation of water in the cooling system until a certain predetermined temperature has been reached. Then it opens automatically and helps to maintain a constant temperature for maximum operating efficiency.

"By reducing the use of the choke it also serves to cut down the amount of petrol vapour which gets past the pistons, and reduces oil dilution brought about by extensive choke use."

The "watchdogs" are among the outstanding features of the Studebaker and Erskine cars.

MAGISTRATE AND POLICE METHODS.

EXAMINATION OF MOTORISTS ACCUSED OF DRUNKENNESS.

The methods of the police in regard to medical examination of motorists accused of being drunk while in charge of a car, were criticised by Mr. Mead, the magistrate, at Bow-street recently.

During the evidence of Dr. Thomas Rose, a police surgeon, Mr. Mead said he thought it would be a good thing if doctors who were called in to examine alleged drunk motorists were not informed of the circumstances of the case.

Dr. Rose: You must know the circumstances when a collision is involved. The question of shock is nearly always raised.

Mr. Mead: When you are asked about that, you can answer it. I don't think you ought to learn the circumstances at all. You ought to come here as an unbiased person, and simply say whether a person was drunk or not.

WILLYS KNIGHT CARS & TRUCKS.

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BUDGET THREAT TO THE MOTOR INDUSTRY.

PETROL-TAX RISKS.

In a few weeks from now Mr. Winston Churchill will be rising in his place in the House of Commons to make his annual Budget statement; and in the interval a good deal of his time will be occupied in listening to demands, appeals and prayers by all the victims of direct taxation for the lightening of their particular burdens.

Well in the forefront of the throng that will besiege Mr. Churchill's doorstep will be the motorists, crying not merely for relief but for fair play. Maybe they will be less eager to offer the Chancellor advice. Last year's experience, when he adopted their suggested petrol tax, but as an addition instead of as a substitute, was not encouraging. Mr. Churchill is plainly as capable as any grandmother of sucking eggs.

A Real Grievance.

But the motorist has a very real grievance. Times may be hard, but they do not justify the way he is treated. Motorists are now contributing in special taxes £40,000,000 a year. Of this total, the combined proceeds of car licences and petrol tax, £21,000,000, goes to help de-rating, £7,000,000 to general purposes, and only £12,000,000 to the Road Fund, now nearly bankrupt, to which fund it was originally promised that all the money levied from motorists should be devoted.

That is the head and forefront of the complaint as car-owners, but the Chancellor must expect in the coming weeks a very insistent demand also for a reduction in the scale of taxation. Those £40,000,000 are being drawn from the owners of 1,638,000 vehicles (of which half a million are motor-cycles), an average contribution of over £24 per vehicle.

It would undoubtedly enhance prospects of relief if motorists could submit with their demand a scheme of amended taxation that would satisfy both the Treasury and the majority of motorists, private and commercial. Unhappily there seems no hope of an agreed scheme. The varied motor interests seem incapable of reconciling their differences, and the general inclination at present is to leave it to Mr. Churchill—in fear and trembling.

Taxing By Mileage.

In theory, of course, the only just way to tax motoring is by mileage. One suggestion is 30 per cent. more on petrol, making the tax 6d. a gallon, and 13s. per horse-power instead of 21. On this the average private motorist would save between twenty and thirty shillings a year! Others want the h.p. tax lowered a great deal more. In fact, the motor traders are considering, if they have not actually adopted, a plan under which it would disappear in favour of an annual registration fee of 5s. per h.p. for private vehicles and 5s. per cwt. for commercial vehicles, petrol and higher import duties to furnish the Treasury—or, rather, the Road Fund's—needs.

At first sight the abolition of the h.p. tax would appear decidedly attractive to the private motorist. Petrol can be economized in several ways, and extra pennies paid at the pump don't seem so much of a tax as having to produce a respectable number of pounds all in a lump.

A Momentous Change.

But the consequences of this seemingly harmless change might be tremendous. The horse-power tax may or may not have helped the British motor industry—that can be argued both ways—but it has beyond question forced it to concentrate very largely on a particular type of car. Will the small high-efficiency engine retain its popularity if Treasury ratings cease to be a consideration to the purchaser?

If there is no direct tax on "horses" will not the public be eager to have more of them, and in that event how will manufacturers, having at colossal expense re-designed their factories and re-cast their plant, fare in direct competition with the Americans? The latter have not as yet seriously attempted to capture this market, but they could, and would, cut their prices over here by hundreds of pounds if conditions promised bigger sales.

Last, but not least, there is the danger in abolishing the h.p. tax now of the possibility—let us rate it at that—that Mr. Churchill's successor at the Treasury will be Mr. Snowden, a stern Free Trader. When Mr. Churchill re-imposed the McKenna duties in 1925, Mr. Snowden announced that they would be repealed by the Labour Party if they returned to office. No h.p. tax and no import duty on American would, for a time at least, spell ruin for the home industry.

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FRANCE ENTERS MARITIME CONTEST.

WHITE STAR LINE THROWS DOWN THE GAUNTLET.

London (U.P.).—With the announcement that France has now a plan on foot to build the "largest and fastest liner in the world," the present battle-royal between Great Britain, Germany, Italy and the United States for the speed supremacy of the seas takes on a new and even more thrilling interest.

From Germany are soon to sail the new express liners, the Bremen and the Europa, with which Germany hopes to capture the blue ribbon of the Atlantic now held for twenty years by the tried and trusted Cunard liner, the Mauretania, which has crossed the Atlantic at an average speed of 26.25 knots. The designers of the Bremen and Europa, it is understood, hope to raise this average to 27 knots, and if they do, it is not unlikely the Mauretania will make one final mighty effort to squeeze just one more knot of speed out of her trim lines and mighty engines and raise her average to 27.25 knots.

This, it is said, is not impossible, because the Mauretania many years ago, before more recent refinements in her engines had been effected, maintained an average speed in excess of 29 knots over a two hour run while racing to the assistance of a vessel in distress.

1,000 Feet Vessel Building.

Meanwhile the White Star line is already engaged in the construction of an enormous 1,000-foot greyhound of the ocean, details of whose expected speed have not as yet been divulged but which it is understood will be very fast.

The French project to build the largest and fastest liner in the world has been put on paper by the Compagnie Generale Transatlantique, one of the most important shipbuilding firms in France, whose

largest vessel at present is the popular Ile de France, of 43,500 tons and a speed of 29 knots.

No details of the projected liner's dimensions are so far available, though it is understood it will be built to specifications which will require it to exceed 26 knots in speed and be over 1,000 feet in length. With it, the promoters, it is said, hope to capture the lion's share of the ever-increasing and very profitable American tourist business.

Italy Watching Points.

Italy watches every move that France makes, particularly where concerned with naval or mercantile development, and in the light of this fact, it is interesting to note that the Lloyd Sabaudo line has already ordered from a Trieste yard the steamer Conte Auzzio, a ship of 35,000 tons with a speed of 27 knots. Similarly, although no plans have been published the Navigazione Generale Italiana are discussing the construction of a new ship of 45,000 tons with a speed of between 26 and 27 knots.

How great an advance these plans represent over Italy's present liners is shown by the fact that the Lloyd Sabaudo line's largest liner at present is the Conte Grande, of 25,661 tons and 21 knots speed, while the N.G.I. largest liner is the Augustus, of 32,650 tons, with a speed, like the Conte Grande, of 21 knots. A year ago there was much discussion in Italy of the construction of two super-liners embodying a new system of propulsion which would give them a speed of over 40 knots, but the plans seem to have progressed no further than the paper stage.

The United States is known to be an aspirant to Atlantic speed honours, and it is believed here that as soon as some definite disposition has been made by the U.S. Shipping Board of its fleet of liners, including the Leviathan, a new private enterprise will enter the speed free-for-all with all the money and ingenuity America is known to possess, in an effort to turn out a Trans-Atlantic speedster that will make the whole world sit up and take notice.

MOTOR

CADILLAC SAFETY FEATURES.

SILENT AND EASY GEAR CHANGES.

Safety features such as the synchro-mesh transmission, shoe-type brakes, and security-plate glass are the ones that are making the most lasting impression upon new and prospective owners of the recently announced Cadillac and LaSalle cars.

With the new transmission, the most spectacular features are the silence and extreme ease of gear-shifting. But after a few experiences of actual driving, owners are most impressed by the easier and more instant control of the car which the new transmission provides. With present driving habits and present traffic conditions, the net result is a most impressive addition to the factor of safety.

Easy Gear-Changing.

In the big cities, the instantaneous getaway in traffic with no pausing in neutral, is particularly emphasized. Even unskilled drivers find they can shift quickly and without effort at any speed. The simplicity of the operation is found to be a big safety factor, especially for women drivers. Shifting of gears they have found so simple and noiseless that in an emergency they perform the operation without hesitation. There is no delay in figuring out the mechanics of the shift.

For Hill-Climbing.

The same holds true in mountain driving. Shifting from high to second gear gives added power for a steep incline or in heavy going. With this synchro-mesh transmission, the shifting is done instantaneously and without loss of momentum. Quick shifting to second gear is equally useful for braking purposes when one meets a sudden sharp descent or an obstruction in the highway. The shift can be made at a high rate of speed and without clashing.

The new transmission was installed particularly to give this greater driving control. The ease and silence of gear-shifting also give the driver greater confidence in his ability to control the car. Both of these features are primarily safety factors; and the promotion of safety in driving is the most important single task which is facing the auto industry to-day.

MOTORING BURDEN ON HOSPITALS.

65,000 CASUALTIES A YEAR.

£230,000 SPENT, ONLY £26,000 RECEIVED.

The voluntary hospitals of Great Britain are being crushed by the burden imposed on them by motor-ing casualties. The annual report of the voluntary hospitals of Great Britain (excluding London), published by the Central Bureau of Hospital Information, states that: "Many hospitals, especially those on the main lines of traffic, have with difficulty been able to provide beds and treatment for the injured, whether motorist or pedestrian, without encroaching on accommodation already too limited for the locality in which they are situated."

A questionnaire was sent out by the Central Bureau to 160 of the larger provincial hospitals, and to 412 other hospitals, in order to ascertain how they have been affected.

The replies showed that:—Twenty-six thousand in-patients and thirty-nine thousand out-patients were treated in the provincial voluntary hospitals as a result of motor accidents last year.

The cost of this treatment was approximately £230,000, towards which only £26,000 was received from or on behalf of the patients. Chairmen of hospitals were asked by the Central Bureau for suggestions on relieving the burden on their incomes and also as to how to make people injured in motor-car accidents pay for hospital services.

Among the suggestions were:—Compulsory insurance, from payments on which hospitals could claim.

An amendment of the law so as to allow hospitals to recover costs in all compensation cases, these costs to include interest on capital.

A grant towards the cost of hospital treatment of motor accidents, from the Road Fund.

SIMPLE GEAR-CHANGING DEVICE.

FITTED TO ANY NORMAL CAR.

Details are available of an invention that is likely to create the liveliest interest in the world of motor engineering.

It is a simple coupling that links up the transmission system of a motor-car automatically. Engineers have been studying this problem for 30 years.

In the ordinary motor-car the exact time when it is desirable to change gear is left to the judgment of the driver. If he makes an error—that is, if the engine speed is not in harmony with that of the transmission system—then a bungled gear-change results. To the beginner, gear-changing is the most difficult part of his driving lessons.

The importance of the new invention lies in its simplicity and the fact that it can be applied to any car that is driven by the normal gearbox in mass production. Its cost is likely to be less than £2.

Smooth Changing.

If the experts are correct it is a motor-ing discovery of the very highest importance. In a report on the invention Mr. G. W. Watson, chairman of the Technical Committee of the Royal Automobile Club states:—

"I am of the opinion that the Synchronostat Coupling is an invention which, in mechanics, may be considered to rank with such inventions as the cardan joint and the differential gear."

The Synchronostat Coupling comes into action directly the speeds of the two ends of the transmission are identical. The connection is thus positive and smooth.

The coupling is placed between the gear box and the universal joint at the front end of the propeller shaft. It consists of an ordinary dog clutch between two members of which is a ring. The function of the ring is to prevent the dog members from engaging one another except when they are moving at the same speed.

The coupling acts as a free-wheel device. It has this advantage over the normal free-wheel—the car can be coasted whenever the driver desires simply by depressing the clutch pedal, and normal drive can be regained at any moment by a second depression of the pedal. The engine can therefore be used as a brake when desired, which brings a much-desired safety factor into the modern practice of free-wheeling.

The coupling is the invention of Mr. F. M. Salerni, an Italian, who has devoted ten years to the problem.

MARRIED WOMAN AN "INFANT."

COUNTY COURT JUDGE'S RULING.

Judge Greene, at Bow County Court, approved of a settlement of a case under the Workmen's Compensation Act in which the applicant, a woman, was an "infant" in the legal sense.

Mr. F. E. Sugden, for the woman, asked that £50 be paid out of court to her now. She would be twenty-one in three months.

Judge Greene refused. He said that the woman was an "infant," and he must also have her birth certificate to show her exact age.

Mr. Sugden: She is married.

Judge Greene: That may be, but she is an "infant" until she is twenty-one. I will make a small order regarding payment until she is twenty-one.

WOMAN ASKS FOR PRISON. MAGISTRATES REFUSE HER REQUEST.

A remarkable case of a woman pleading to be sent to prison was heard at Christchurch Police Court, Hampshire, when Mrs. Marion Ethel Ponchaud was fined 10s. and ordered to pay £2 14s. damages on a charge of wilfully breaking the glass of a conservatory at her father-in-law's house.

Mrs. Ponchaud alleged that her father-in-law enticed her husband away and took his pension and wages, and that when she visited the house her husband and brothers-in-law knocked her about, pushing her against the glass, which broke.

She asked the Bench, "Cannot you send me to Wincchester for fourteen days? My husband gives me no money. I would willingly do fourteen days."

The magistrates refused to comply with the request, and gave her fourteen days in which to pay.

His Excellency Lord Irwin, Viceroy and Governor-General of India, has granted a Warant to the Dunlop Rubber Co. (India), Ltd., who are also appointed contractors to His Majesty's Army and Royal Air Force in India.

PRINCE OF WALES AND MINERS.

A VISIT TO THE COAL-FIELDS.

SHAKING HANDS WITH "REDS."

Newcastle-on-Tyne (U.P.).—Fairy tales came true when the Prince of Wales visited the poverty-stricken coal-fields of this district. The event remains the main topic of conversation among the miners. It will continue to be discussed for many weeks to come.

Many tiny and hitherto barefooted Cinderellas have the Prince to thank for the shoes which they received soon after his visit. And since the trace of royal footprints marked the coal-soiled carpetless floors of some of England's humblest cottages, most of those cottages at least in the minds of those who dwell in them—have become, and will always remain, "historical."

Those who were visited by the Prince most of them vote Labour at the polls—and spend the proudest moment of their lives when, with their hands in their pockets, they spoke to His Royal Highness. He, with royal tact, also invariably concealed at least one of his hands in one of the deep pockets of his vast fawn overcoat, making those whom he addressed feel at home.

Quite Unperturbed.

Nor was the Prince perturbed when some of those he honoured addressed him as though he were one of their own.

"I'm very pleased to meet the Lord Mayor," called out septuagenarian ex-miner's leader, Frank McIlroy, shaking hands with the Prince whom he had mistaken for the Lord Mayor of the town in which the Prince of Wales was expected. And when someone hastily whispered in the old man's ear: "That isn't the Mayor, it's the Prince," McIlroy replied with great assurance and much to the amusement of the Prince: "Oh! All right then. I'm verra pleased to meet the Prince of Wales."

The Prince smiled too when the wife of a miner whose cottage was being visited suddenly interrupted her royal visitor to introduce her daughter.

"Prince, this is my daughter Martha," she said, indicating Martha who had just entered by a small door concealed in a dark corner of the room. Then, before Martha had had time to approach the Prince and scarcely before the Prince had even had time to see her:—

"Martha," continued the woman motioning her head significantly from the direction in which Martha was entering to the spot where the Prince stood smiling: "This is the Prince of Wales."

These and a few similar incidents enlivened what was otherwise undoubtedly the saddest trip ever taken by a Prince of modern times.

The dramatic entrance of the son of their king into their cheerless homes will live for many years in the memories of those thus favoured in the very midst of their misfortune. The warmth of the snow-white-royal hand which grasped that of each occupant in silent and sincerely sympathetic greeting acted almost as a blood transfusion operation would have done.

It temporarily flushed faces which in a number of cases, several years of malnutrition had rendered almost as white as sheets.

In the Midst of Poverty.

It permanently warmed the hearts of entire families who cannot even afford to buy the coal which some of their own brothers dig out of the mines.

From his trip the Prince emerged, in the opinion of observers, not only as the most popular Prince of British history, but also as the bravest.

"Indeed," said a member of the party, "history records the fate of Kings and Princes of days gone by who suffered many indignities at the hands of poverty-stricken masses in their respective territories. But nowhere in the history of the entire world can there be found a record of any royal personage who, as the Prince of Wales did, voluntarily plunged into the very midst of those whose sufferings, after all, might have led them to seek revenge."

But revenge was not what the miners sought. Besides relief, they wanted sympathy. And because the King's eldest son came and brought them sympathy personally, they accepted it in as simple a manner as it was offered to them. Then they thanked him royally. Sometimes they cheered lustily. Sometimes they clapped their hands instead. Sometimes they simply waved huge multicoloured handkerchiefs at him.

But most of the time their thanks were far more dramatic. They were silent.

They were reflected in dampened, grateful eyes somewhat like those with which a half-starved dog gives an almost human look of gratitude to the man who has just comforted him. Indeed, no king's son could have been accorded such a reception as the Prince of Wales received at the hands of England's miners, sometimes referred to as the "reddest of Britain's red element."

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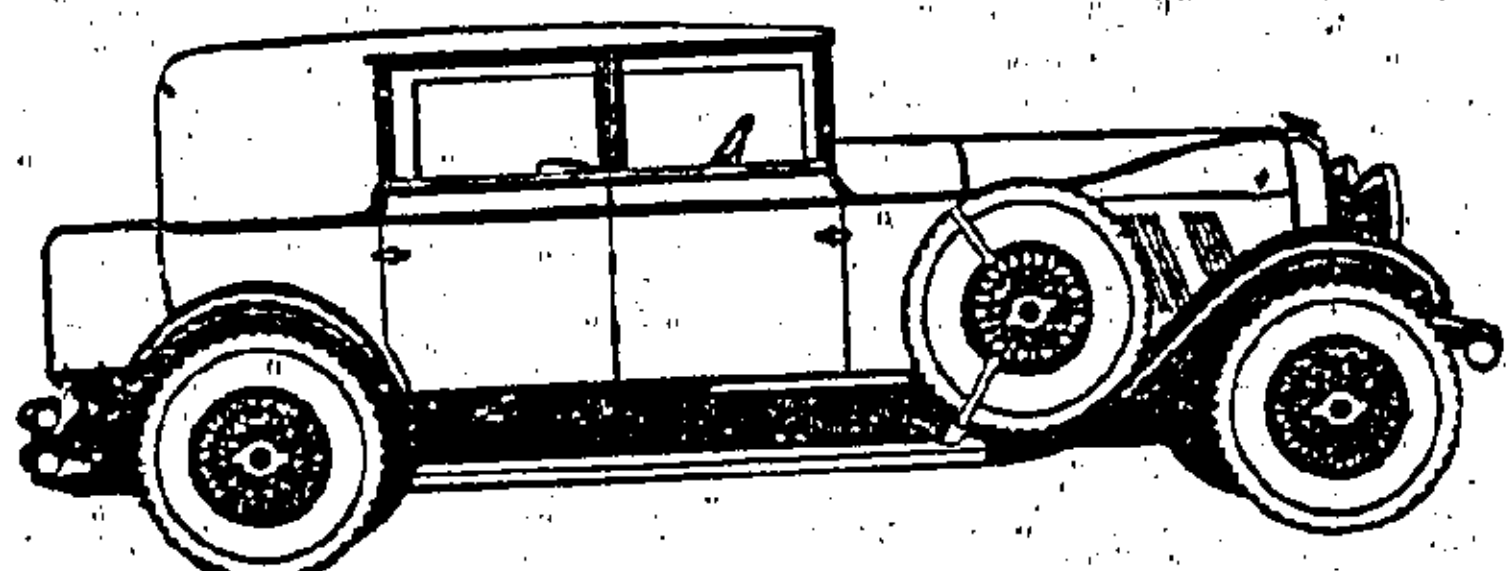
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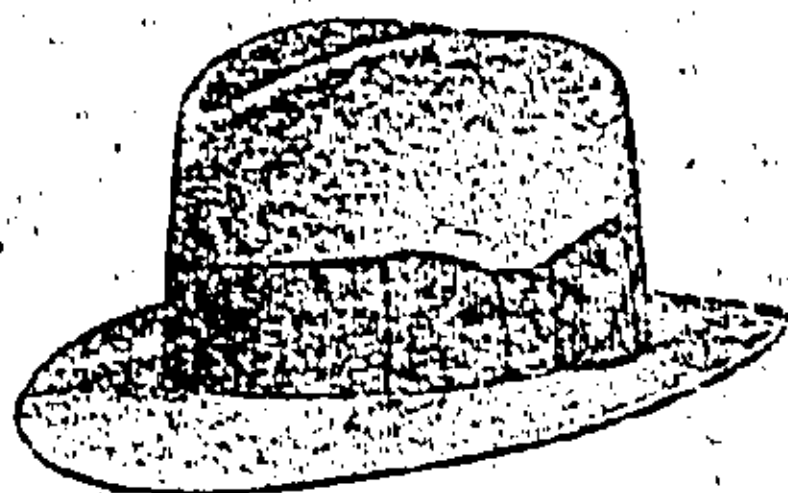
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HONG KONG.

PARSEE CEMETERY CENTENARY.

IMPRESSIVE RITUAL AT MACAO.

With fitting solemnity the *Javanese Ceremony* was duly observed in accordance with ancient Parsee ritual, at the Parsee Cemetery, Macao, on March 17th, to commemorate the founding of the cemetery—a hundred years ago. The Parsee Priest made a special journey from Hong Kong and, in the presence of other members of the community, performed the religious ceremonies over the honoured dead to whom Hong Kong owes not a little for the energy, fortitude, courage and initiative they have displayed during the heydays of their activities.

Nearly two centuries have passed since the first Parsees established themselves in China for the purpose of trade. Hijiye Jivanjee Ready-money and his companion Rustom Dababhoi Naderah were among the pioneers who paved the way for future adventures. They first landed in Canton in the year 1756, since when the community has been prominently connected with commercial enterprise in the Far East. They distinguished themselves as eminent and respectable foreign merchants in Whampoa—the then busy port of Canton—and also in the old Portuguese settlement of Macao. Age-worn landmarks are still standing in both these places to show the centres from which those great traders directed their operations.

Indo-China Trade Pioneers.
During the early part of the nineteenth century, the flourishing trade between India and China was carried on almost entirely by the Parsees in their own ships. The sailing ships *Royal Chantel* and *Hornby* owned by Hijiye Jivanjee Ready-money were among the first to blaze the trail for many others. During the early days of the British occupation of Hong Kong, the Parsees had several vessels plying on the Eastern run and they also had the privilege of carrying the Royal Mail.

The "Ariel," a merchant hulk, a photograph of which appeared in the July edition of the *Hong Kong and China Publicity Monthly*, was the property of Parsee merchants and was used for the China trade long before the British occupied Hong Kong.

Belief in Hong Kong.
History records that during the very first year after the cession of Hong Kong to the British, at least four Parsee gentlemen, namely Hoorjehor, Rustomjee, Rustomjee, Cawajjee, Firmajee, Jamshedjee and D. Rustomjee, proved their belief in the future prosperity and development of the Colony by taking over some of the forty sites offered by the Government.

A pirate rendezvous and a barren island as Hong Kong then was, with nothing to show that it might, with the lapse of years, become a mighty port and a magnet for travellers all over the civilized world, it required foresight of an unusual character to induce anyone to invest his savings and expend years of devotion to so precarious an adventure.

Commercial and Charitable Activities.

One of the founders of the princely firm of Messrs. Jardine, Matheson & Co., Ltd., was the famous millionaire Parsee merchant, Sir Jamshedjee-Jeejeebhoy, who was a partner of the then Mr. Jardine.

The Hong Kong and Shanghai Banking Corporation had no less than four Parsee gentlemen on the board of directors after the formation of the Bank.

The first Star Ferry Service between Hong Kong and Kowloon, which later developed into the Star Ferry Co., Ltd., was commenced by Dorabji Nowroji, a Parsee, and the same gentleman was for many years responsible for supplies to His Majesty's Naval Forces, being the first foreign contractor.

The magnificent gifts of the late Sir Hormusjee Nowrojee Mody are well known. It was through him that the University of Hong Kong saw its beginning and the fine Seamen's Institute also owes its existence to him.

Local charities have also benefited largely by the generosity of the Parsees. Large sums are still contributed yearly from their charitable funds to various deserving institutions in Hong Kong and China without distinction of race, caste or creed.

In India the Parsees have distinguished themselves as most loyal and peaceful subjects of His Majesty's. They have won the affection, admiration and confidence of the British Government as well as of all Indian races by their enterprising, genial and generous nature.

Although a small community, compared with the huge population of India, the Parsees are held in esteem for the active part they have played in its welfare and India owes a deep debt of gratitude to this enterprising community.

They have, also, by their munificent charities, established many benevolent institutions in various parts of the great country for the general welfare of all races.

ROBBERY TRIALS AT SESSIONS.

A CASE RESTING ONLY ON IDENTIFICATION.

PROSECUTION FAILS.

A verdict of not guilty was returned by the jury yesterday afternoon in the case of two Chinese indicted on a charge of robbery at Mongkok. This was the fourth case on the Criminal Sessions calendar now being heard by the Puisne Judge (Mr. Justice J. R. Wood).

At the opening of the trial in the morning both prisoners denied the charge. They were alleged to have entered the second floor of No. 238, Portland Street, together with a third man, at about one o'clock in the afternoon of February 4th, and to have stolen jewellery, clothing and \$87 in money from three women present on the floor at the time.

Outlining the case for the Crown, Mr. H. Somerset Fitzroy (Assistant Attorney General) stated that the three men gained admittance to the floor by knocking at the door, and proceeded to bind and gag the three women. During this process two of the women received small stabs in the hand from knives or daggers which the men carried.

Arrest of the Prisoners.
Describing the arrests, Mr. Fitzroy said that two of the women victims were walking in Shanghai Street a week later when they came face to face with the first prisoner, who was immediately recognized. The women followed him and he was seen to enter the staircase of house No. 544 in that street. One of the women kept the entrance under observation, while the other ran home to inform her husband.

The prisoner was stated to have got into the street again and seeing one of the women still standing outside, he ran away with the woman following him and raising a hue and cry. The other woman and her husband were then coming from the opposite direction. The husband also joined in the chase which proceeded through a number of streets until the prisoner was arrested by a Chinese constable. The second prisoner was arrested "on information received" on the third floor of No. 548, Shanghai Street, the entrance to this being by the same staircase which the other prisoner was seen to enter.

Evidence of Identification.

Evidence was given by the women inmates, one of whom stated that she recognised both the prisoners as the men who entered the house. An old woman, who stated she was a sister of the previous witness and was visiting her at the time, was apparently short-sighted. Peering into the faces of the men, she said she was able to recognise the first prisoner but not the other. The third woman, who said she was asleep at the time when a robber woke her, also picked out the first prisoner only.

At the close of evidence the first prisoner maintained, as he had done all along, that he was wrongly identified. He stated that he arrived here some twenty days before and knew nothing about the robbery.

Second Prisoner Calls Evidence.

The second prisoner put up an alibi, stating that at the time of the robbery he was on the Hong Kong side, having taken his wife over to see her off by a steamer for Wuchow. He also maintained that he had been wrongly identified by one of the witnesses.

Evidence on behalf of the second prisoner was given by his wife, who stated that they crossed over from Mongkok in the forenoon of February 4th (the day of the robbery) and that her husband was there until the boat sailed at 3 p.m. Two other witnesses gave evidence of the second prisoner, and his wife being lodgers on the floor. They knew the woman went to the country somewhere about the time stated, but were not aware of the date. These witnesses were questioned regarding the first prisoner and they said they had not seen him before or in the company of the other accused.

In summing up, his Lordship pointed out to the jury that none of the stolen property had been recovered. The case rested entirely on the evidence of identification, and it was for the jury to decide whether the prisoners were guilty.

After an absence of half an hour, the jury returned a verdict as stated. His Lordship remarked that he could quite see there was a reasonable doubt in the evidence. The prisoners were discharged.

THE LAST SESSIONS CASE.

Another robbery case by two or more, the last one on the calendar, against a man and a woman was begun in the afternoon. Ho Man To alias Ko-King Chun, was arraigned on two charges—first that alone and secondly with the woman Ho Yee he stole money and property from various persons at Shamshuipo on February 8th. The woman denied the charge, while the other prisoner admitted (Continued at foot of next column)

"NEVER JUDGE PERFUME—"

BY THE LABEL ON THE BOTTLE!

CHINESE TRADERS PAY HEAVY FINES.

Several bottles of perfume were displayed for the edification of Mr. E. W. Hamilton and the Court in Central Magistracy yesterday afternoon. Unfortunately, the stoppers were not removed and the Court was left guessing as to the effect of the perfume on the olfactory nerves.

The perfume was the principal evidence against two Chinese shopkeepers who were charged with having exposed for sale bottles of "Lotion Pompeii" purporting to have been manufactured by Messrs. Pivet of Paris when they were not the genuine article.

In appearance, it would be very difficult for the lay person to detect the fraud as the bottles were of the same shape as those containing the genuine preparation while the labels were also much alike. Mr. O. S. Marton appeared for the prosecution.

Bought from Japan.

According to evidence, Mr. Thos. A. Lowry Mitchell, of Messrs. Loxley & Co., dealers, instructed one of his assistants to go to the shop of Sun Shing Tai in Kwong Yuen Street, and also to the premises of Sing Lee in Des Voeux Road East to procure bottles of the genuine lotion. They returned with bottles produced in Court. The assistant alleged that the first defendant told him the preparation which he sold was not the genuine lotion although the bottle bore a copy of the "Pivet" label.

Inquiries made by the magistrate elicited the information that the imitation perfume was sold to defendants by a traveller of a Japanese firm.

"I should have thought that the mere fact of a Chinese agent of a Japanese firm selling stuff made in Paris would have aroused your suspicions," commented Mr. E. W. Hamilton drily.

Booking Orders.

Mr. Mitchell asked permission to send a sample of the perfume, and the box in which it was packed to Paris. The magistrate agreed on the understanding that an assurance would be given that the false preparation would not be sold but destroyed.

"What do you use that stuff for," Mr. Mitchell queried Mr. Hamilton inquisitively.

Mr. Mitchell gave a visible shudder.

"I don't," he replied hastily, amid laughter. "The Chinese use it for their hair."

A police sergeant said that he found 45 bottles of the false lotion on the premises of Sun Shing Tai and five bottles in the shop of Sing Lee.

The first defendant was fined \$50 each on two counts. Sing Lee was fined \$25 and an order was made for the bottles to be confiscated and destroyed.

"Could Mr. Mitchell let me see a bottle of the real stuff?" queried the first defendant. "I shall know what to buy, then."

No doubt Mr. Mitchell will be only too pleased to book an order," observed the Magistrate, amid laughter.

"Certainly, Your Worship," returned Mr. Mitchell. He did.

ALLEGED BOGUS WEDDING.

YOUNG CHINESE GIRL'S COMPLAINT.

A Chinese man and two women were before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday on charges of harbouring a 19-year-old girl.

Mr. H. H. Butters, of the Secretariat for Chinese Affairs, prosecuted.

The defendants pleaded not guilty. The first defendant (the man) claimed that the complainant came to him voluntarily as her parents were dead. The two women denied harbouring the girl, saying that she had agreed to live with the first defendant.

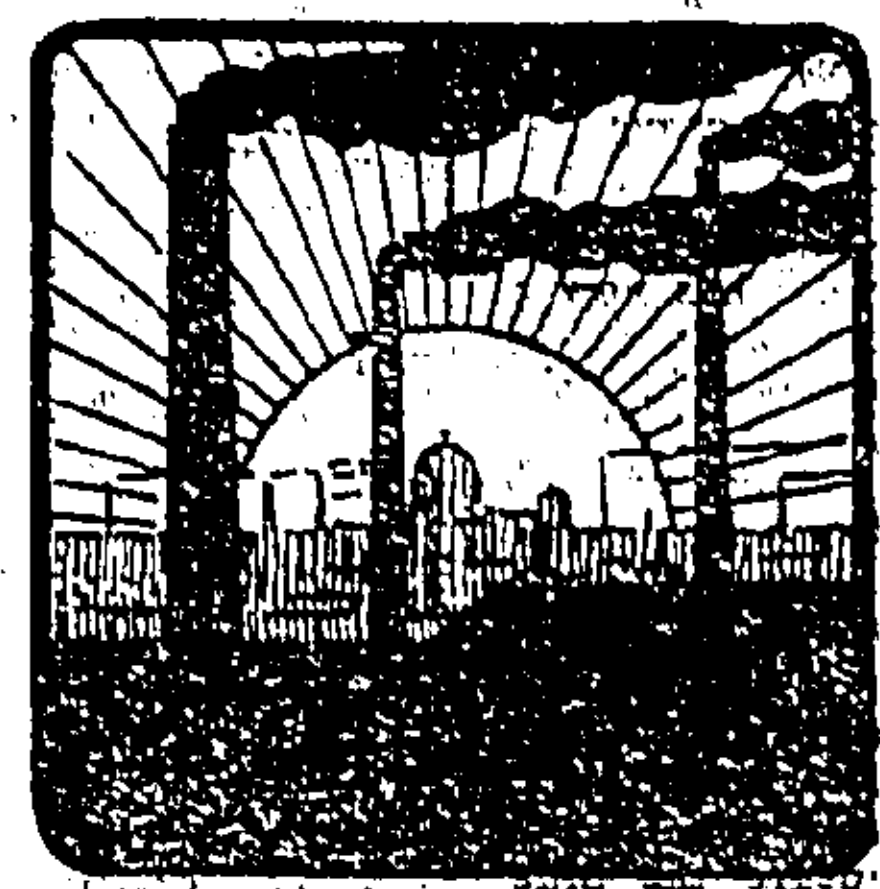
Outlining the case, Mr. Butters said that the girl was said to have lived in Hong Kong with her aunt. About the end of December last year she was enticed by the two women and taken to a certain house where she lived for about one month. During her stay the first defendant appeared and later her hair was done up with flowers and a bogus marriage was gone through. After the ceremony they lived as husband and wife.

Later the girl ran away to her mother in the country, who brought her back to Hong Kong and reported the matter to the S.C.A. Office. The case was adjourned.

that he did steal some of the things mentioned, but not the two bangles and the money. This plea was accepted as one of not guilty, and the hearing was adjourned until this morning when a jury will be empanelled.

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DEMOBILISATION IN KWANGTUNG.

TWO ARMIES DRASTICALLY REDUCED.

DISBANDED SOLDIERS IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, March 19th.
Demobilisation and military re-organisation in the province of Kwangtung are being efficiently carried out, in accordance with the Nanking scheme. The 4th Army, under General Chen Tsai Tong, and the 16th Army under General Fan Shek Sheng, have been thoroughly reorganised and greatly reduced in size. There are at present five armies in the two Kwang provinces and these are to be reduced to divisions. All army officers are having to accept lower rank and a large number are to be paid off.

General Fan Shek Sheng wired to-day saying that he has carried out orders and has now assumed the rank of Divisional Commander. Previously his force consisted of the 45th and 46th Divisions, with a total of about 10,000 men. Of these nearly 4,000 have been discharged. The General asked the Canton Government for \$80,000 expenses, but he was only granted \$40,000. The money has gone in arrears of pay and gratuities, and about 1,000 of his superfluous troops have arrived in Canton during the last few days by the Canton-Hankow Railway.

General Chen Tsai Tong has also reduced his 4th Army to a division—the 1st Division, of which he has formally taken command. His men have received their money and been strictly instructed to return home and become good citizens.

NANKING THE MAGNET.

General Chen, accompanied by his wife and a member of his staff arrived in Hong Kong on Monday by the Kinsan, and has taken passage for Shanghai in the President McKinley, en route for Nanking, where he will attend the Kuomintang Conference.

General Wong Shiu Hung's recent visit to Hong Kong was to visit General Chen Ming Shu. General Wong is not attending the Nanking Conference; he has his hands quite full with the affairs of his own province of Kwangsi.

FIRE AT FATSHAN.

OVER TWENTY HOUSES DAMAGED.

Thirteen shops were burnt down and eight were partially destroyed in a big fire at Fatshan early on Monday morning, according to the vernacular press, which is said to have been due to the carelessness of some jokers in a hide shop at 4.30 a.m. The flames spread with alarming rapidity and the not very well equipped brigade could only prevent a big scale disaster by demolishing a number of houses and thus isolating the fire. The flames were not put out till nearly noon.

A large body of soldiers and police were on duty to keep order and prevent looting.

EUROPEAN CHILD'S SAD DEATH.

SHEUNGSHUI VERANDA'S FATALITY.

The body of Nellie, the three-year-old daughter of Sub-Inspector H. E. Rogers, who died at the Kowloon Hospital on Monday following injuries received when she fell over the veranda of the Sheungshui Police Station on Saturday, reports of which have already appeared in the *Daily Press*, was brought over from Kowloon by launch yesterday afternoon.

At Queen's Pier, the wreaths sent by sympathisers were placed over the coffin, which was conveyed by hearse to Soekunpo, where the remains were cremated. The chief mourner was the bereaved father, and a number of friends were also present at the last ceremony.

Among the wreaths were tokens from the parents, Marjorie and Mick, Mr. and Mrs. E. Bloor, Mr. and Mrs. E. J. Field, Mr. and Mrs. J. S. Dick, Mr. and Mrs. H. W. Fraser, Mr. and Mrs. E. C. Post, Mr. and Mrs. J. O'Donnovan, Mr. and Mrs. W. Le F. Chevalier, Mr. and Mrs. A. J. C. Taylor, Mr. and Mrs. A. Reynolds, Mr. and Mrs. R. Shannon, Mr. and Mrs. A. B. Clark, Mr. and Mrs. Carey, Mr. and Mrs. Cezilly, Mr. and Mrs. Stinson and family, Mr. and Mrs. Tuckett, Mr. and Mrs. Hunt and family, Mr. J. T. Kennedy and Mr. A. J. Manton.

There were also wreaths from the Sergeant's Mess at Central and No. 2 Police Launch.

WHAT CANTON BELIEVES.

A QUESTIONNAIRE ANSWERED.

SUN YAT SEN CHINA'S GREATEST MAN.

ONLY 95 OUT OF 2,000 REPLY.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, March 19th.
Dr. Sun Yat Sen was the greatest man born in China during the past century, according to a "straw vote" conducted by the local Kuomintang on the anniversary of the late leader's death.

Two thousand copies of a short questionnaire were distributed by the police among all sections of the community, but only 95 took the trouble to answer the questions and return the papers. The result of the vote was as follows:—

Q. Do you believe in the San Min Chu I (the Three Principles of Dr. Sun)?

A. All answer "Yes."

Q. Do you think the Nationalist Government is good?

A. 74 answered "Yes." 1 answered "No." 2 said it is no good so long as opium smoking is tolerated. 2 said that it will be good after it has made education universal and accessible to all.

Q. Who was the greatest man in China during the last hundred years?

A. Sun Yat Sen received 8 votes; Chiang Kai Shek, 4; Feng Yu-Hsiang, 2; Tsai Yuan Pei, 2; Yen Hsi-Shan, 1; Li Tsung Jen, 1; Yen Han Min, 1; Li Shek Tsaiang, 1; Chang Ching Kiang, 1; Hu Shih, 1; Huang Hsing, 1.

Q. What are China's greatest enemies?

A. 43 answered "opium"; 6 said "the unequal treaties with foreign countries"; 41, gambling; 1, extraterritoriality; 64, the Chinese Communist Party; 64, militarists; 48, corrupt officials; 27, the greedy gentry; 31, imperialism; 2, discreditable houses; 1, Christianity; 7, Japan; 9, the greedy merchants; 3, the reactionaries; 14, banditry and brigandage; 2, corrupt politicians.

Q. What had local abuses, if any, have existed?

A. 28 said "depredations and pillage by the Communists; 23, banditry and brigandage; 31, the opium traffic; 3, greedy merchants who endanger the financial position of the Government; 2, foreign oppression."

B.A.T. EMPLOYEE KIDNAPPED.

BUSTLED INTO MOTOR-CAR BY ARMED MEN.

A SHANGHAI INCIDENT.

The head cashier of the B.A.T., an old and valued member of the Shanghai staff of the British American Tobacco Company, was kidnapped two days ago.

Reports of the matter are very meagre, but it is stated that four armed men approached the private ricksha in which the cashier rode, and hustled him into their waiting motor car. He was overpowered by sheer weight of numbers.

Traffic in the vicinity is fairly heavy at this hour from three directions, but so speedily did the gang work that no one could come to his assistance.

Held to Ransom.

The family of the victim are reported to have received a letter to the effect that their relative would not be injured. It is anticipated that the usual negotiations by means of go-betweens will be opened.

The kidnapped Chinese cashier was sent threatening letters several years ago, but recently he had made no complaint to his employers of having been approached with demands for money.

Questioned later by the police, the ricksha puller could give little information regarding the gang's movements, other than bare facts concerning the actual seizure of his master. The coolie was following his usual route to the business district, and as he approached the intersection, noticed nothing untoward. Suddenly, however, the gang stepped from their places of concealment, and while one man held him up, the others directed their attention to his employer, Mr. Tai.

The whole affair lasted but a minute. The gang had their car on the spot, bearing false licence plates—the legal plates being on a garage car in the French Concession, not in use at that time. There have been no arrests in connection with the matter.

HARBOUR MURDER MYSTERY.

YOUNG GIRL'S BODY IN SAMPAN.

SISTER AND FOXI MISSING.

The murder of a seventeen-year-old Chinese girl, in the harbour under circumstances which more or less remain a mystery, has been reported to the police.

It appears from a statement made by Cheung Ping, master of cargo boat No. 1003V, that his two daughters, Chung Fo (31) and Cheung Fo Kam (17) went ashore at 2 o'clock on Monday afternoon, to look for business for the junk, the vessel being then at West Point.

At 6 o'clock a foxi of the junk named Chau Kau was sent in a dinghy to pick up the two girls at Wing Lok Street wharf, and also the master's son, Cheung Kau. All four were seen to board the dinghy at the Wing Lok Street wharf at 9 p.m., but they did not arrive on the junk.

The master of the junk became anxious when the party did not return and sent out several of the crew on a search, but without result, until at 10 o'clock yesterday morning the dinghy was found off Green Island and in it the dead body of the younger girl. There were a number of wounds on the head, arms and body.

The boy who was one of the party was rescued from the water by some sampan people, but he was in such a distressed condition that no information could be got from him as to what had actually happened. He was handed over to the Water Police and sent to the Kowloon Hospital.

So far nothing has been heard either of the older girl, Cheung Fo, or the foxi who was sent to bring the family back to the junk.

It is stated that the murdered girl was wearing a pair of gold-mounted bangles, worth \$30, but these were found to be missing.

In the absence of any further information the foxi is suspected of having attacked the girls while they were on the way to the junk with robbery as the motive.

Details of the missing girl as well as of the foxi have been furnished to the police who are investigating the matter.

CHINESE DOCTOR THANKED.

HELP IN KOWLOON SMALL-POX EPIDEMIC.

At yesterday's meeting of the Sanitary Board the Chairman, Mr. W. J. Carrie, said that he had a very pleasant duty to perform. Since January they had been short of the services of one of their medical officers of health. The result had been that over at Kowloon a very heavy burden had fallen upon Senior Sanitary Inspector Duncan, who had done his work extremely well. During this period he had received invaluable help from Dr. Lee Ying Yau. Dr. Lee has a large private practice, but he had given his services promptly and freely on very many occasions. He, the speaker, moved that a letter of appreciation be sent from the Board to Dr. Lee.

Dr. Tso, O.B.E., in seconding, said that Dr. Lee had borne a very honourable part in fighting the small-pox epidemic and his services to the authorities in the matter of tracing and notifying fresh cases had been very praiseworthy. He hoped that Dr. Lee's services would be brought to the notice of the S.O.A. Mr. J. P. Braga associated himself, as a representative of Kowloon on the Board. He thought that not only Kowloon but the whole Colony owed a debt to Dr. Lee for his willing help when the medical officer's staff was depleted, and during the serious days of the epidemic. He hoped the S.O.A. and the Colonial Secretary's Department would be notified of Dr. Lee's services.

Mr. Carrie added that he brought the matter up on this occasion because they now had an assistant medical officer and the inspectors would not have to make any further demands on Dr. Lee.

The only other business was a statement by the Chairman to the effect that several holders of stall licences at Shamshuipo Market were not fulfilling the terms of their licences. They were supposed to sell fruit and vegetables, bean curd and salt fish. According to reports of inspectors some of them were only selling bean curd and fish. They had been warned that their licences would be cancelled next June 30th if they were not complying with the full terms of the contract by that date.

Those present were: Mr. W. J. Carrie, Dr. S. W. Tso, Mr. J. P. Braga, Mr. Wong Kwong Tin, and Drs. Koch and H. A. Fewcett.

SIR ROBERT HO TUNG'S DAUGHTER MARRIED.

RECEPTION AT IDLEWILD.

OVER FIVE HUNDRED GUESTS PRESENT.

Another big wedding reception was held yesterday afternoon at "Idlewild," Sir Robert Ho Tung's residence, in Seymour Road, for the marriage of his sixth daughter, Miss Jean Ho Tung, to Mr. W. M. Gittins. A large marquee had been erected in the terraced garden above the house and there Sir Robert and Lady Ho Tung received over 500 guests, the band of the 2nd Batt. the K.O.S.B. playing during the reception.

A feature of the wedding was the guard of honour provided by Girl Guides and Boy Scouts who lined the path leading up to the house. The Guides were members of the 2nd Kowloon Troop of which the bride is captain, and the Scouts were from the troop commanded by the bridegroom.

Professor H. G. Hughes, of Hong Kong University, made a witty speech in proposing the toast of the bride and groom in which he referred to the former as "the academic apple of my academic eye."

The wedding was celebrated earlier in the afternoon at the Registry of Marriage in the Supreme Court.

The Bridegroom.

Mr. William Minto Gittins, the bridegroom, is the son of Mr. H. Gittins (of Messrs. Jardine, Matheson & Co., Ltd.) and Mrs. Gittins. He is an old boy of the Diocesan School and graduated as B.Sc. at the University, where he was also later for some time a member of the staff. Mr. Gittins is, however, best known locally as a cricketer. He has played both for the "Varsity" and for the Kowloon C.C. and still plays in spite of an accident some years ago. He is also a keen scoutmaster.

The Bride.

The bride, who was given away by her father, looked very charming in a dress of ivory art velvet, with a long train lined with blush pink georgette. Her tulle veil was held in place by a wreath of orange blossom and she carried a sheaf of arm lilies and giant maiden hair fern. She was attended by two bridesmaids, the Misses C. M. Fisher and P. G. Lo, and a page boy, Master William Lo, who all wore period dress, the bridesmaids carrying baskets of sweet peas.

The bride's mother wore a becoming gown of *crêpe broché* woven with silver thread.

Health of Bride and Groom.

Professor H. G. Hughes, of Hong Kong University, proposing the health of the bride and bridegroom, said that the situation was a novel one for him. He felt it a great compliment to have been asked to propose the toast and he enjoyed the job thoroughly. Indeed he felt suffused by a sense of magnanimity and loving kindness in so doing because, not long before, the bride had been the apple of his eye. The academic apple of his academic eye, he hastened to assure his hearers. He had hoped that she would be the future historian of the China Coast, but the bridegroom, horrid fellow, had come along, seen, and conquered. (Laughter.)

The bride was one of a long succession of members of her family whom they had had at the University, a family who had done a great deal for them. Sir Robert was a magnificent patron of learning and the members of his family who had been at the University had helped to build up their tradition and to set the standard of the students. (Applause.)

The bridegroom had been both an undergraduate and a member of the staff, and they had all, at the University, admired him for his loyalty and good nature. He could assure Mr. and Mrs. Gittins that their son had done them the fullest credit while at the University. (Applause.)

It was, however, as an athlete that the bridegroom had most impressed him, perhaps because he was no athlete himself. His collection of trophies was astounding, there were cups of every shape and size, and if ever the rumour went

THREE ACCIDENTS IN KOWLOON.

SAMPAN GIRL VERY SERIOUSLY HURT.

A Chinese sampan girl age 15 was knocked down by the China Motor Bus Co. No. 671 at 2.30 p.m. yesterday in Nathan Road near the Po Hing Theatre. The wheel ran over her right leg and tore the flesh badly. She was taken to the Kwong Wah Hospital in a very serious condition.

Another accident occurred last night at 7 p.m. at Kowloon City opposite the Police Station when a private car No. 948 knocked down a garden coolie. He was sent to the Kowloon Hospital unconscious and with injuries to his head. The car belonged to Mr. Chan Wai Yau of 23 Kai Tak Road.

A coolie woman, aged 60, was also sent to the Kwong Wah Hospital yesterday suffering from injuries to her left leg, inflicted when an empty dirt trolley ran into her on the Cheung Sha Wan Road yesterday afternoon at 3 p.m.

KOWLOON TONG MURDER CHARGE.

TWO MEN DISCHARGED.

The six men who were arrested in connection with the recent murder at Eli Cottage, Old Kowloon Tong, were before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday. An application for the discharge of two of the men was made by Detective Sergeant Mottram, was granted, and the other four were formally remanded for one week.

\$2,000 OPIUM FINES.

SMUGGLING BY TRAIN.

Five Chinese women passengers on the train from Canton were yesterday fined \$2,000 each, with the alternative of two months' imprisonment, by Mr. T. S. Whyte Smith at the Kowloon Magistracy for possession of quantities of raw opium, ranging from 70 to 90 taels.

THE HALL MARK OF GOOD QUALITY

"AERTEX"

Ideal for all climates
and indispensable to
OUT-OF-DOORS MEN

AERTEX

VESTS

\$3.50

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Underwear

made from the original cellular fabric ensures coolness without chill, warmth without discomfort



DRAWERS

\$3.50

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COMBINATIONS \$10.50

Hygienic and Wear-Resisting

LANE, CRAWFORD, LTD.

MEN'S WEAR DEPT.

Tel. C. 4567.



Herman Finck's Orchestra.

SCHUBERTIANA.

9480-1—PARTS 1, 2, 3, 4.

(SELECTION OF SCHUBERT AIRS)

The ANDERSON MUSIC Co., Ltd.

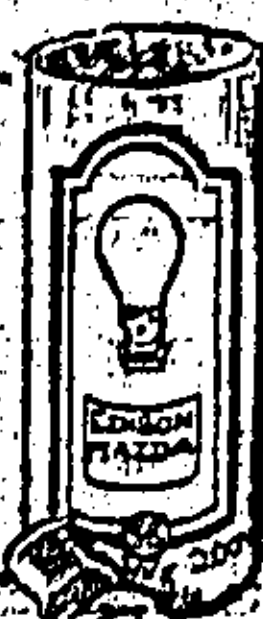


Are your lights getting dim — or the bulbs discoloured — or do they tire your eyes with unpleasant glare?

THEN FIT

MAZDA LAMPS

They give a brighter light without glare without waste with less cost



The new Mazda inside frosted Lamp

THE NAVY'S CHOICE



PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

NEW ADVERTISEMENTS.

U.S.R. CLUB.

A DANCE will be held on FRIDAY, APRIL 5th at 8.15 p.m. Dance Band of H.M.S. "TITANIA" is engaged. [7544]

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE IS HEREBY GIVEN that AN INTERIM DIVIDEND of FIVE PER CENT. on the Paid-up Capital of the Company has been declared in respect of the Financial Year ending 30th September 1929, and that such Dividend will be Payable on MONDAY, 22nd MAY, 1929, on and after which Date Dividend Warrants may be obtained upon Application at the Head Office of the Company, 27, GEORGE STREET, HONG KONG. The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, 15th APRIL, 1929, to SATURDAY, 4th MAY, 1929, Both Days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers,
Hong Kong, 19th Mar., 1929. [7545]

HONG KONG LAWN BOWLS ASSOCIATION.

ANNUAL GENERAL MEETING in JARDINE MATHESON & CO.'S BOARDROOM on WEDNESDAY, MARCH 20th at 5.30 p.m. All Lawn Bowlers are invited to Attend.

C. J. TACCHI,
Hon. Secretary.
[7543]

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY GENERAL MEETING will be held at the Company's Boardroom, 27, GEORGE STREET, HONG KONG, on FRIDAY, 22nd MARCH, 1929, at 11 A.M. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1928, and electing Directors and Auditors. The REGISTER of MEMBERS of the Company will be CLOSED from 11th MARCH, 1929, to 22nd MARCH, 1929, Both Days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 1st Mar., 1929. [7468]

THE HONG KONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersecretary on TUESDAY, 26th MARCH, 1929, at 11 A.M. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st December, 1928.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from 15th to 25th MARCH, 1929, Both Days inclusive.

JARDINE MATHESON & CO., LTD.,
General Managers,
THE HONG KONG FIRE INSURANCE CO., LTD.,
Hong Kong, 5th Mar., 1929. [7480]

NOTICE.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, QUEEN'S BUILDING, HONG KONG, on WEDNESDAY, 27th MARCH, 1929, at Noon, for consideration of the Directors' Report and Statement of Accounts for the Year ending 31st December, 1928.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from 15th to 27th MARCH, 1929 (Both Days inclusive).

By Order of the Board of Directors,
R. M. DYER,
Chief Manager,
Hong Kong, 15th Mar., 1929. [7521]

A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-FOURTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the HONG KONG HOTEL, HONG KONG, on THURSDAY, 27th MARCH, 1929, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st October, 1928.

The Register of Shares of the Company will be CLOSED from SATURDAY, 23rd MARCH to THURSDAY, 27th MARCH, 1929, Both Days inclusive, during which Period No Transfer of Shares can be registered.

JOH. D. HUMPHREYS & SON,
General Managers,
Hong Kong, 16th Mar., 1929. [7522]

WHY Continue to suffer when

POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st Floor.
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INTIMATIONS.

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SECOND EXTRA RACE MEETING to be held on SATURDAY, 30th MARCH, 1929, and on MONDAY, 1st APRIL, 1929 (Weather Permitting), may be obtained at the Race Office, HONG KONG Jockey Club, and CAVERLEY BAY STABLES. Entries will CLOSE at 12 O'clock Noon on FRIDAY, 22nd MARCH, 1929. [7485]

BRAEMAR TERRACE.

A FEW
THREE ROOMED
UNFURNISHED

MODERN EUROPEAN FLATS
AVAILABLE NOW.

EVERYTHING UP-TO-DATE.

MOTOR ROAD to the FLATS will be completed Soon.

RENTAL (Including Rates, Taxes and Water)—\$110 Monthly.

Apply:—

MESSES. BUTTERFIELD & SWIRE,
SUGAR BOOK OFFICE.
[7533]

HOUSES AND FLATS.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS

with all Modern Conveniences, Drying Rooms and Out-houses. Two Lifts.

Apply to:—

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D'EXTREME-ORIENT,
4th Floor,
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TWO LET.—FLATS in HUMPHREYS and CAVERLEY BUILDINGS, KOWLOON.

Apply to:—

HUMPHREYS ESTATE AND
FINANCE CO., LTD.,
ALEXANDRA BUILDING.
[7589]

TWO LET.—"ON LEE," Detached House on FORTYFOLD ROAD, Commanding Excellent View. Within Ten Minutes of Town by Bus. Semi-furnished. Gas, Electric Light, and Modern Sanitation. Garage. Extensive Grounds.—Apply: ARNOLD & CO., LTD. [7513]

TWO LET.—A Spacious and Well-lighted GODOWN, 151, PRATA EAST.—Apply: GANDE, PRICE & CO., LTD. [7614]

TWO LET.—From 15th MAY to 30th NOVEMBER, No. 593, PEAK, Five Roomed HOUSE Fully Furnished, with Three Modern Bathrooms, Garden, 6 Minutes Ride from Tram and on Motor Road.—Apply: JOHN FLEMING, c/o LOWE, BISHOP & MATTHEWS. [7472]

TWO LET.—Unfurnished from 1st APRIL, "LA HACIENDA" No. 184, THE PEAK, Rent Moderate. Apply to Property Office, JARDINE, MATHESON & CO., LTD. [7491]

TWO LET OR FOR SALE.—At FANLING (in On Lok Village), Furnished or Unfurnished, 4 Roomed HOUSE with Garden and Garage. Moderate Price. Apply: KWONG SANG HONG, LTD., 250, DES VOGES ROAD CENTRAL. [7565]

FLATS WANTED.

WANTED.—Three-Room APARTMENT, Furnished, with or without Board. Hong Kong Side.—Apply: Box 414, c/o Hong Kong Daily Press. [314]

FOR SALE.

FOR SALE.—One Morris Oxford MOTOR CAR 1923 model, 5 seater, in perfect condition—Owner driven. Apply: Box No. 7490, c/o Hong Kong Daily Press. [7490]

SITUATION VACANT.

WANTED.—Experienced Wine and Spirit BROKER.—Apply: Box No. 7632, c/o Hong Kong Daily Press. [7632]

OUTPOST FIRM requires Services of YOUNG MAN to cover Bookkeeping and Stenography. Reply stating Qualifications, Age, Nationality and Salary required, to Box No. 411, c/o Hong Kong Daily Press. [411]



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GOLD & PRIZE
MEDALS.

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NEVER
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SOLE AGENTS:—

A. S. WATSON
& CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616. [50]

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DIRECTORY

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The 67th Annual Issue

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OF

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THE TREATY PORTS OF

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CHINA, SIAM, STRAITS

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LARGE EDITION (WITH

MAPS & TREATIES)... \$12

SMALL EDITION ... \$8

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Hong Kong

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.50 p.m., stated:—

The depression has deepened and is moving E.N.E. over N. Japan. A feeble anticyclone is central over N. China.

Local Forecast:—Light westerly or variable winds, freshening slightly from N., fine to cloudy.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4311.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MARCH 19th, 1929.

NAVIES AND THE MODERN WORLD.

It is a sign of the times that Mr. BRIDGEMAN's momentous statement on British naval policy should pass without very much comment and not a single protest. In it a final renunciation is made of the one Power standard. The United States can build whatever ships she

pleases—we are not going to compete. We shall build what we consider necessary for our requirements regardless of what other nations may do. Perhaps it is just as well not to ask too persistently how "requirements" can be based on anything except fleets that, within the bounds of possibility, may be future antagonists, and to accept the dictum that the British Empire needs for purposes of defence a fleet of a certain size. Some of the older generation may even call to mind with some bitterness the passage in a pre-war political novel of H. G. Wells to the effect that the day might be nearer than most of us supposed when "We shall proudly but very firmly take second place."

We do not believe that has happened. The British Empire remains stronger and more united than ever before. The Dominions are developing on their own lines as members of a British League of Nations, and India, despite her acute growing pains, tends more and more to aim at Dominion status rather than severance. What the Cabinet realises is that the age of armaments is passing. Before the war European powers put their trust in conscript armies, in the principle of a nation trained to war. Now it has become obvious that conscript armies are a thing of the past. The human flesh, manning the mass of trenches, cannot resist the small mechanised forces, and, above all, that any European war of the future will be decided in the air in the course of a few hours; that with a victorious air force hovering over its great towns a nation has no course but surrender. At first it might appear to be only a change in the method of war, as profound as the introduction of gunpowder, but still a change and not an abolition of the age-old method of settling differences. That there are difficulties no one denies. Half the nations of Europe are dissatisfied with their boundaries, and the tension between the Old World and the New is causing apprehension. Well may the "Blue Water School" demand "is this the time for abandoning our 'sea' supremacy? Keel for keel and gun for gun, the overseas communications on which Britain, the heart of the Empire, depends for her daily bread." But there are new factors at work, not the least of which is the changed outlook towards war. We hear little of "The Glory of War," that war is the proper occupation for men, of the need for "Ordeal by Battle" so that the fittest nations may survive. History is being rewritten. In the old days each nation had its version of the past—mainly a record of victories over its neighbours. Again to quote H. G. Wells: "Of the English route by the Scotch at Bannockburn, of WILLIAM WALLACE and ROBERT THE BRUCE, of Cressy, Poitiers and Agincourt, which shine like stars in the English imagination, little battles in which sturdy bowmen through some sunny hours made a great havoc of French knights in armour, of Joan of Arc and every country cherishes such national events. They are the ornamental tapestry of history and no part of the building." It is, in fact, becoming generally realised that war is a terrible and a useless thing. Warriors are not quite the heroes that they were. We are at times anxious to forget them and their ways. Moreover, the British

Government frankly realises that every nation cannot have "security" by an overwhelming armaments superiority, that a race for such superiority is a contest that ends in war. Though it may be true that since the Great Armada no single nation has been allowed to confront Britain with a superior fleet, that is not an argument for clinging to a tradition outworn since Britain could be decisively assailed from the air. The problems of the modern world are administrative and economic. We are not going to cure unemployment, bad housing and poverty by taking fresh territory or levying indemnities. We are nowhere near solving the riddle of transferring our surplus population to the open spaces of Canada, Australia, and Africa, where incidentally, town unemployment is just as bad as at home. It can be done by expensive schemes, and a successfully developed area in Britain overseas is a better asset than a new light cruiser. The immense problem of Asiatic emigration will assume tremendous proportions if China settles down to a peaceful prosperity that will remove the present checks on population by famine, pestilence, and civil war. It will not be solved by violence.

The British Navy has played a rôle in history that only a close study of the world from the domination of a ruthless and horrible militarism, and though it may still render great services to the Empire and the World it would, as Mr. BRIDGEMAN points out, be folly to uphold a tradition of the past under circumstances entirely changed by new inventions and vast differences in the world situation.

"Wireless is playing havoc with some of our churches," declared the Rev. Dr. J. D. Jones, of Bournemouth, when addressing his church members there.

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Broadcasting for Kwangtung.

The Kwangtung Reconstruction Department is arranging for the establishment of Radio Receiving Stations, equipped with loud speakers, throughout the province. In first and second class districts the Magistrates will be required to raise the necessary money out of local funds, for the third class districts government grants will be provided. The broadcasting station, in Government Building, plus the grants to the poorer districts, will cost the Government about \$30,000. The programmes will consist largely of addresses setting forth Kwangtung principles and the policy and achievements of the Government.

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A small restaurant at Kowloon City was on Monday night raided by a gang of four robbers one of whom was armed with a revolver. The occupants were bound and gagged and the intruders, after ransacking the place, made off with money and jewellery of about \$110 value.

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GOVERNMENT'S BIG VICTORY.

RECOGNITION BY DELEGATE CONGRESS.
SUN FO'S PROGRAMME OF RECONSTRUCTION.

[THROUGH REUTERS' AGENCY.]

NANKING, March 18th.
The Government won an important victory at this afternoon's session of the Kuomintang Congress when the proposal of the general principles of the period of political tutelage, as adopted by the Central Executive Committee, was passed by an overwhelming majority. This signifies the recognition by the Congress of the present Government.
Mr. Sun Fo introduced his economic reconstruction programme, which includes the construction of 20,000 miles of railway and 10,000 miles of motor roads. He proposes to raise \$500,000,000 a year for fifty years as follows:—\$300,000,000 by Government appropriation, a like amount from foreign loans, and \$100,000,000 by the issue of reconstruction bonds. His programme includes the appropriation of \$100,000,000 for the development of Nanking, on which \$10,000,000 will be expended each year.

Leaders Re-instated.
A number of important leaders, who were expelled from the Party at the Western Hills conference for opposing the admission of Communists to the Party, were re-instated this afternoon. Among these was Chang Chi, who was chairman of the recently dissolved Peking Branch Political Council.
A number of reports from District Kuomintangs were submitted to the Congress.

Amusement was caused through the inability of the overseas delegates to understand Mandarin, and for their benefit the speeches were translated into Cantonese. The Congress began at 2.30 and closed at 5 o'clock. It is meeting again to-morrow in the morning.

MONDAY'S SESSION.

The Third National Congress of the Kuomintang Party went into session at ten o'clock this morning. There were 228 delegates from all over the country present, and Marshal Chiang Kai Shek, the President of the State Council, and Chairman of the Central Executive Committee of the Kuomintang Party, presided.

Marshal Chiang Kai Shek submitted a report of the activities of the Central Executive Committee since the last Congress of the whole Party, in the course of a speech lasting more than an hour.

In the afternoon, General Ho Ying Ching, Marshal Chiang's Chief of Staff, reported on military affairs since the last meeting of the Congress, speaking at considerable length on the work accomplished by the Disbandment Conference.

In Memoriam.
After an address lasting for more than two hours, General Ho Ying Ching completed his review of the military situation. He had spoken of the success of the Northern Expedition, and at the end, he invited the delegates to stand for three minutes in silence in memory of those who had fallen in the revolution.

There was a dramatic pause, after which Mr. Liu Wen Tao, who had the backing of about 40 others, rose and after a heated speech condemning the war-like activities along the Yangtze, proposed a motion demanding that the Wuhan generals, General Yeh Chi and General Hu Tsung Tu, whose troops are reported to be attacking General Lu Ti Kiang's army at the Hunan-Kiangsi border, be instructed to cease their military operations forthwith and to return to their quarters.

The motion was then put to the vote, those in favour being asked to stand up. Of the 228 delegates, no fewer than 220 supported Mr. Liu Wen Tao's motion, and it was noticed that Marshal Li Tsai Hsin, after a perceptible interval, supported the motion.

TSAI YUEN PEI TAKEN ILL.

(Wah Tsz Yat Poo).

SHANGHAI, March 18th.
Tsai Yuen Pei has announced that he has been taken ill at Shanghai, and has been unable to receive visitors since Monday. On account of his indisposition he has postponed his return to Nanking.

HANKOW INCIDENT SETTLED.

(Wah Tsz Yat Poo).

SHANGHAI, March 18th.
The recent incident, in which a member of the staff of the Hankow Boycott Committee was bayoneted by Japanese soldiers, has been settled.

Shortly after the occurrence of the incident, Mr. Kan Chieh Hou, the Commissioner of Foreign Affairs, lodged a strong protest. On Monday afternoon, the Japanese Consul called upon the Commissioner in person, tendering an apology and promising to recompense the wounded man.

2,000 BRIGANDS MASSACRED.

TOWNSPEOPLE'S TERRIBLE REPRISAL.

NO MERCY SHOWN.

PEKING (U.P.).

The massacre of 2,000 Chinese brigands by thousands of enraged townspeople in the town of Tang-hsien, in Honan province, is described by a foreign missionary at Peking.

The bandits swept down on the town while the soldiers who ordinarily guard it were absent. They showed no mercy to the people, taking everything they possessed, and beating some of them to death when they refused to tell where their money was hidden.

While the robbers were engaged in the orgy of looting, the soldiers suddenly returned, placed machine guns in position at the end of the street, and opened fire. The surprised brigands rushed out, and hundreds of them were mowed down by the gun-fire.

Women Robbers With Rifles.
The townspeople, aroused to a frenzy by the sight, attacked the robbers with sticks, farm implements, knives and ancient swords. Women and children joined in stoning some of them to death. The band was completely wiped out.

Among those killed were some women carrying rifles, the missionary reports, and it is believed they were members of the robber band. The brigands were mounted, and the soldiers captured 3,000 horses which had been stolen from farmers in the province.

These robber bands, the missionary states, are usually not ordinary bandits, but are country people who have been driven desperate by the need for food.

SALT LOANS.

[THROUGH REUTERS' AGENCY.]

SHANGHAI, March 18th.
The Chief Inspectorate of the Salt Revenue has issued a statement to the effect that sufficient funds have now been provided in the Salt Revenue account in the Group Bank to meet the interest payments due on the Crisp and Anglo-French Loans to March, 1929, amounting to \$1,865,737.

Full quotas under the scheme recently propounded have been recently forthcoming from Kiangsu, Chekiang, Anhui, Kwangtung, Fukien, Shansi, and the northern part of Chihli.

No quotas have yet been received from Hupeh, Hunan or Fengtien, but the Fengtien authorities have now undertaken to pay their quota regularly.

THE SHANTUNG REVOLT.

[THROUGH REUTERS' AGENCY.]

SHANGHAI, March 18th.
The Shanghai Times, in the course of a leading article, criticising the inaction of the National Government concerning the situation in Shantung, remarks that the Government is apparently more engrossed with the choice of seats for the National Congress than with the safety of the lives of the people of Shantung.

"Unquestionably the National Government could effectively suppress General Chang Tsung Chang very shortly," says the journal, "if unanimity and a determination to liquidate the situation existed in Nanking."

The article continues:—"Unfortunately all sorts of rumours are being spread of jealousies regarding troop movements in Shantung. We abhor war, but there are worse things, and Eastern Shantung is experiencing some of them."

"If troops cannot be moved from Nanking to aid General Liu Chen Nien, they could certainly be transported from Honan or Peking. One is forced to conclude that there is some other hindrance to the suppression of the revolt."

YEH CHI'S TROOPS RETREATING.

[THROUGH REUTERS' AGENCY.]

SHANGHAI, March 18th.
The Kuo Min correspondent at Changsha reports that the troops belonging to General Yeh Chi have evacuated Chengtao in western Hunan, and have retreated to their original garrison post at Yochow.

"RED SPEARS" STILL ACTIVE.

(Wah Tsz Yat Poo).

SHANGHAI, March 18th.
The members of the Red Spear Society in Tientsin, Shantung, who number over 2,000, recently looted the railway station and damaged the railway and telegraph lines.

There are over 20,000 Red Spears at Taining, who are at present fighting with troops under General Liang Kan Ying, a divisional commander who was despatched by Marshal Feng Yu Hsiang to deal with them.

At Tsowhsien, more than 2,000 Red Spears are attempting to gain control of the city.

RESIGNATION OF LORD LOVAT.

COMPELLED BY ILL-HEALTH.

CHAIRMAN OF OVERSEA SETTLEMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 18th.
It is announced that Lord Lovat has been compelled by considerations of health to tender his resignation of the Chairmanship of the Oversea Settlement Committee, and the Prime Minister has regretfully accepted it.
Lord Lovat, who was formerly Under-Secretary for the Dominions, set out recently to visit Canada, Australia and New Zealand in connection with Oversea settlement. Shortly after his arrival in New Zealand from Canada ill-health necessitated the cancellation of his visit to Australia.

VERTICAL ASCENTS BY PLANE.

HELICOPTRE INVENTOR'S LECTURE.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 18th.
Lecturing to the Royal Aeronautical Society, Signor Shacco, the inventor of the Helicoptre flying machine designed for vertical ascent and landing, said that experiments conducted with two machines made for the French Government have shown that with 50 horse power 1,320 pounds could be raised.

BOXER INDEMNITY FUND.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
That action may be taken in the near future to expedite the release of some portion of the British Boxer Indemnity Fund was fore-shadowed in the House of Commons to-day, when Mr. H. W. Loker asked the Foreign Secretary whether there was any likelihood of the Government carrying out the proposals of the Statutory Committee.

Mr. G. Locker-Lampson, the Under-Secretary for Foreign Affairs, replied to the question, stating that it was impossible to find time during the present Session of Parliament to pass the amending Act as originally contemplated.

Sir Austen Chamberlain had therefore been in communication with Sir Miles Lampson, His Majesty's Minister in Peking, in an endeavour to find a means to expedite action so as to enable the release of some portion of the British Indemnity Fund for purposes of mutual benefit to Great Britain and to China such as were recommended by the Buxton Advisory Committee.

Mr. Loker suggested that before any definite decision was reached in relation to the steps to be taken in regard to the Fund, the Government should issue a White Paper so that the House of Commons would have an opportunity of considering the proposals.

Mr. Loker-Lampson said he would consider the suggestion. Mr. Crookshank suggested that the White Paper should state the total expenditure in which Britain has been involved in China since the passage of the 1925 Act which authorised the application of the Boxer funds for their general purposes indicated in 1922.

Mr. Loker-Lampson did not reply.

NAVAL TRAINING FOR CHINA.

BRITAIN WILLING TO LEND OFFICERS.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
China's request for the loan of British naval officers to aid in the reorganisation of the Chinese Navy led to a suggestion by Sir Walter De Frece in the House of Commons to-day.

Sir Walter invited Sir Austen Chamberlain to suggest to the other Powers concerned the desirability of raising the embargo on the importation of arms and ammunition to China on the ground that the embargo is derogatory to the National Government of China as newly constituted, and that it restricted employment in England.

Sir Austen Chamberlain replied that the question of terminating the China Arms Embargo Agreement of 1919 was now being considered.

Mr. W. O. Bridgeman, the First Lord of the Admiralty, in reply to another question by Sir Walter De Frece, said that no formal request on behalf of the Chinese Government for the loan of British naval officers had been submitted, but that informal enquiries had been received by the Government.

He said that as long as the China Arms Embargo Agreement is enforced, the Government cannot render China such assistance, but they would be most pleased to give it as soon as the restrictions were removed.

BETTER PROSPECTS FOR BRITAIN.

INDUSTRIAL OUTLOOK REVIEWED.

GOOD HOPES FOR THE FUTURE.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
That the British coal industry has passed the worst and is now slowly improving was the opinion expressed by Sir Arthur Steel Maitland, the Minister for Labour, in the House of Commons to-day, when he moved the second reading of a Bill which provides for the continuance for another year of the order suspending the Unemployment Insurance provision affecting payments.

The provision is that which requires the payment of thirty contributions in the space of two years in order to qualify beneficiaries under the scheme for Unemployment Insurance relief.

Dealing with other industries, and with unemployment in general, the Labour Minister said that recent reports regarding the iron and steel, the shipbuilding and the cotton industries all showed favourable signs for the future. The severity of the winter, he added, had been almost entirely responsible for the postponement of the recovery from unemployment, but with the departure of the frost, last week's unemployment figures showed a very satisfactory improvement of between 115,000 and 120,000.

THE KING.

ANOTHER SHORT WALK.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 18th.
H.M. the King passed another good day.

His Majesty remained in the grounds of Craigwell House this morning for an hour and a half, and took another short walk along a gravel path.

PRINCE GEORGE'S NEW WORK.

RETIRING FROM THE NAVY.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
It is officially announced that the King, acting on the advice of medical authority, has approved that Prince George now retire from active participation in the work of the Royal Navy.

His Majesty has decided, with the concurrence of the Prime Minister, that His Royal Highness will be attached to the Foreign Office in order to gain knowledge of the administration and work of a department of the state.

DEAD SEA MINERAL CONCESSIONS.

PROVISIONAL OFFER MADE.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 18th.
In the House of Commons to-day, Mr. W. G. Ormsby-Gore announced that the Colonial Office had received a reply from the Trans-Jordanian Government respecting the question of the Dead Sea concession. Both they and the Palestinian Government had now authorised the conclusion of a draft agreement, and the Colonial Office hoped to be in a position to make a definite offer to the prospective concessionaires at an early date. If it were accepted and other matters were satisfactorily arranged, the concession would be duly sanctioned.

Mr. Ormsby-Gore added that the concession had been offered provisionally to Major Tulloch and Mr. Novemsky, in equal shares. He had no reason to doubt that these two gentlemen could raise the necessary capital.

A question was asked whether the final agreement now being considered by the Palestine Government contained provisions to ensure permanent British control and the avoidance of a monopoly of control by any group or organisation interested in the production or sale of potash.

Mr. Ormsby-Gore replied that in view of the terms of the mandate it was not thought practicable to add any provisions for British control. Any concession that was granted, however, would provide that the operating Company should not without the previous written consent of the Palestinian and Trans-Jordanian governments, enter into any arrangement for restriction of output or for the raising or keeping up of prices in such manner as to restrict output.

OSLO'S TUMULTUOUS WELCOME.

PRINCESS MARTHA ARRIVES.

CONTINUOUS ROAR OF CHEERING.

[THROUGH REUTERS' AGENCY.]

OSLO, March 18th.
Crown Prince Olaf and his bride, who were given a tremendous ovation on their departure from Stockholm, triumphantly entered the capital to-day and were tumultuously welcomed. The streets were bedegged and garlanded with the Swedish and Norwegian colours, with the Swedish blue and gold predominating.

The cortege, which included their Norwegian Majesties and the bride's parents, drove up the long main street, one of the finest in Europe, between pillars of ice to the Palace, past Storting University. The roars of cheering were continuous. Oslo has started three days of festivities amid delicious enthusiasm for the first Royal wedding in Oslo since 1859.

Foreign Guests.

Oslo, Mar. 19 (U.P.).
To-night a soiree will be held at the Castle, at which most of the wedding guests are expected to be present to greet the Royal couple. Among the guests from abroad who are attending the wedding in official capacities are the King of Sweden, the King of Denmark, the Duke and Duchess of York, Prince Henrik of Holland, and numerous other members of the Swedish and the Danish Royal families. The Queen of Sweden, who was ill in Rome for several weeks during the winter, is not considered strong enough to travel yet.

MAJOR SEGRAVE'S NEW VENTURE.

MAKERS OF THE "GOLDEN ARROW."

[BRITISH WIRELESS SERVICE.]

RUGBY, March 18th.
Major Segrave's attempt to capture the world's water speed record of 93.8 miles an hour in the motorboat Miss England will be made on Thursday or Friday at Miami, Florida. His task is very difficult as the craft of Mr. Garwood, the American holder, has three times greater horse power than the British challenger.

When Major Segrave returns home the artisans who by their skill and fine workmanship produced the Golden Arrow car with which he established a new land speed record will share in the reception to be accorded him.

HUGE REDUCTION OF CAPITAL.

ARMSTRONG, WHITWORTH'S SCHEME.

SANCTION OBTAINED.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
The Chancery division has sanctioned a scheme of arrangement involving a reduction of capital of Messrs. Armstrong, Whitworth's from £11,000,000 to £1,250,000.

This means writing down the various categories of the stocks and shares. The cut is most drastic in the case of the ordinary shareholders, who are to receive a 1/4 share for every 22 shares now held.

LIGHTSHIP SUNK IN COLLISION.

BAD FOG IN THE CHANNEL.

[BRITISH WIRELESS SERVICE.]

RUGBY, March 18th.
The Gull Lightship was sunk at her mooring off Goodwin Sands, near Deal, to-day in a collision with the liner City of York, during one of the worst fogs in the Channel this year.

The City of York, which docks in London to-night, has five men on board who were rescued from the lightship. It is believed that Captain Williams of the lightship, and another member of the crew are missing.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 350 METRES.

1.45 p.m.—Weather report.
5.30 to 6.30 p.m.—Programme of Chinese music. (Records supplied by Messrs. Sincere Co., Ltd.).
7.48 p.m.—Evening weather report.
8 p.m.—Evening programme (Columbia records supplied by Messrs. Anderson Music Co.).
10.10 p.m.—News bulletin.
10.30 p.m.—Close down.

FRENCH GENERALS CENSURED.

HEAVY MORTALITY FROM INFLUENZA.

INQUIRY BY WAR OFFICE.

[THROUGH REUTERS' AGENCY.]

PARIS, March 18th.
A sensation has been created by the news of a summons to leading military officers of the French Army on the Rhine to return to Paris for the purpose of examination.
The summons was issued from the War Office by M. Painleve, and arose out of the debate in the Chamber on Saturday regarding the heavy influenza mortality among the troops.

The officers summoned to-day were: General Gobeau, from Mayence; General Partouneux, from Treves; and Colonel Marminia, from Duren.

It is understood that M. Painleve, the Minister of War, questioned them regarding orders to hold a parade of troops, the sanctioning of an officers' dance, and the organisation of a route march during the bitter cold on the Rhine.

The Cabinet afterwards met to consider the decisions of M. Painleve.

The Journal understands that following the Cabinet meeting General Gobeau was reprimanded and General Partouneux was relieved of his command, while Colonel Marminia will be transferred to another unit.

REPORTS OF SPANISH TROUBLE.

PREMIER'S INDIGNANT DENIALS.

[THROUGH REUTERS' AGENCY.]

MADRID, March 18th.
Writing in *El Noticiero*, General Primo de Rivera angrily protests against the "absurdly" incorrect reports of the recent disturbances in Madrid published abroad, particularly with regard to the allegation that the regiments of the Royal Guard have declared themselves Republican.

He says that as the result of such false news many foreign tourists are abandoning plans to visit Spain, and he intimates that he has taken steps with a view to the institution of civil actions for damages in the countries "in which these lies have been published."

LUCKY ESCAPE OF EXPRESS TRAIN.

ENGINE-DRIVER'S PRESENCE OF MIND AVERTS DISASTER.

HARBIN (U.P.).—The westbound express of the C.E.R., with a full complement of European bound foreign passengers, was out of luck on its last trip two days ago.

It first ran into a large herd of cattle, killing 15 head, and had to wait a long time before the tracks were cleared. A few hours later, when running into the small flag station of Horhonte, it was switched on to the wrong track, and ran into a waiting freight train on the siding. The points had been locked in the proper position by the stationmaster, but a Chinese pointsman switched them over, thinking that they were wrong, and, instead of averting a disaster, brought it about.

A more serious collision was averted by the presence of mind of the engine-driver, who applied his brakes as soon as the engine commenced to swerve.

JAPANESE VICE-CONSUL AND AMERICA.

"EXCLUSION" LAWS CRITICISED.

HONOLULU (U.P.).—Mr. I. Shibata, new Japanese Vice-Consul at Honolulu, has arrived to take up his new work, coming from Tokyo after a short vacation following five years in the consular service in San Francisco.

Mr. Shibata told newspaper interviewers that he is converted to a degree to the principle of Oriental exclusion in the United States.

"I have studied the labour conditions of the United States," he said, "and I can sympathize with the American ambition to reserve its own country for its own people. However, what America is aiming at, it seems to me, is the labouring class of Japanese, and the United States has set up barriers that operate against all classes."

He said he believed that Japanese living in America understood the situation better than those of Japan, and that some day America would revise the exclusion laws so they will not discriminate against Japanese, who would make desirable emigrants.

Mr. Shibata has had 15 years in the Japanese consulate service.

REPORT ON POLICE METHODS.

ALLEGATIONS OF "THIRD DEGREE."

ROYAL COMMISSION'S FINDINGS.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
The unanimous report of the Royal Commission on Police Powers and Procedure has been presented to the Home Secretary.

It is understood that it tends to reassure the public with regard to the integrity of the police generally, and that a proper balance is kept between the rights of the individual and the demands of justice.

A reliable forecast of the recommendations indicates that little if any fresh legislation will be involved, although an alteration in the Police Standing Orders may be necessary.

The allegations of "third degree" methods were found to be exaggerated, but new regulations are suggested for the examination of witnesses.

The value of women police is emphasised and an important recommendation is that senior officers are entitled to enter night clubs for inspection as they are in the case of public houses.

The Commissioners apparently are generally satisfied with the manner in which crime investigation proceeded and by the adoption of their recommendations are of opinion that incidents like the Savidge case will henceforth be guarded against with reasonable certainty.

ACTIVITY IN METAL MARKET.

BIG RISE IN COPPER.

TURMOIL IN NEW YORK.

[THROUGH REUTERS' AGENCY.]

LONDON, March 18th.
A feature of the metal market to-day was a further rise in the price of copper to \$27.11s. 3d. per ton. This is a rise of 7s. 3d. on the day and compares with 27s at the beginning of the year. It is the highest price since 1920.

At one time in 1927, the price was down to \$22. The continued increase of the price of copper since the beginning of the year has been based on the steady development of trade demand, especially in America and on the Continent.

The movement has spread also to lead and spelter. Foreign lead jumped to \$5.13s. per ton, which is the highest price since 1926. Spelter rose by 2s. 3d. to \$10 per ton, which is the best since 1927.

Simultaneously with feverish activity on the London Metal Exchange, it is stated that half the stocks of copper in Britain have changed hands, the prices being the highest for nine years. Electrolytic jumped \$3 to \$26 while standard realised \$25.13s. 9d.

Heavy Demands in New York.

New York, Mar. 18th.

The copper market here has been cast into a state of turmoil, due to heavy demands and scanty stocks.

Sales are reported at 22 cents, which is one cent over Saturday's closing price, but most of the producers have refused to quote, feeling that consumption will eventually suffer if prices are allowed to go higher.

Telegram in Brief.

In the House of Commons, Sir Austen Chamberlain stated, in reply to a question, that, pending the completion of the work of the Experts Committee, who are now studying the problem of German Reparations, it was not thought that any useful purpose would be served by a further discussion regarding the withdrawal of Allied troops from the Rhineland.

In the House of Commons, Mr. W. G. Ormsby-Gore, Under Secretary for the Colonies, said the Department of Civil Research was about to conduct a special inquiry into the matter of the plague of locusts now visiting certain parts of Kenya Colony.

The Committee of Jurists, unanimously approved of the proposed revision of the protocol of the Permanent Court of International Justice drafted with a view to the adherence of the United States.

The Mexican Government announces that the rebels have evacuated their headquarters at Torreón.

The Australian airmen, Flight Lieutenant Moir and Flying Officer Owen, who left Folkestone in an attempt to beat Hinkler's record flight to Australia, have arrived at Melbourne after a non-stop flight of ten and a quarter hours. They are flying in an all-metal Vickers Armstrong-Siddeley plane and hope to reach Australia in 12 days.

LAWN TENNIS.

HONDA AND AKIYAMA WIN.
DING-DONG STRUGGLE.

Great interest centred in the Open Doubles match yesterday between Honda and Akiyama, the strong Japanese pair, and Major Lucas and Dr. Tottenham, the stand-by pair. A capital game was seen and after a long struggle the Japanese pair won by the odd set, the final scores in their favour being 8-10, 6-3, 1-6, 6-3, and 6-1.

Good tennis was seen throughout and play reached a high standard. The two pairs were well matched and there were many long rallies. Smart play enlivened the progress of the struggle which became more and more interesting as the match went on. Honda was mainly responsible for the Japanese win, and after an indifferent start he more than made up for it in the closing stages by his forceful performance and fine overhead work. Akiyama also played well and stood up well to the attack.

Major Lucas and Dr. Tottenham started favourites and on the run of play during the first three sets, they showed themselves to be the stronger combination. They did not, however, reckon on their opponents' tenacious play, and it was this factor that finally turned the scales in favour of the Japanese. Honda and Akiyama never appeared hurried and although outdone at first by their opponents' forceful, and sometimes brilliant play, they kept their end up, until their persistent good lobbing broke up the others' game.

Major Lucas played consistently well throughout and was frequently applauded for smart work, especially at the net. His smashes were a treat to watch and he "killed" effectively, leaving the Japanese standing on numerous occasions. Of the four, he gave the best exhibition. Dr. Tottenham gave a very forceful exhibition in the opening stages. He sent over many cross country drives which upset his opponents a great deal, while he was also effective at overhead work. The strain of the match began to tell on him towards the end of the third set, and he began to weaken from this stage.

The Play.

The match opened evenly and play in the first set was suggestive of the struggle to follow. Both played steadily and frequently resorted to lobbing. The first games were divided and then the British couple seized a lead of 5-3, but failed in the next two games which went to the Japanese. All four hardly took any risks in the games that followed and sometimes play became monotonous owing to frequent lobbing. Neither side, however, could break away and it was not until after 8 all had been called that the British pair gained the first set.

The Japanese retaliated in the second set and playing with vigour soon controlled the play eventually winning the set. Major Lucas and Dr. Tottenham then showed up best and gave a sparkling exhibition in the third set, which they won, losing only the third game. The Major's fine net work was very much in evidence and he smartly poached many of his partner's openings with success. Dr. Tottenham also proved effective, hitting with great force.

Honda and Akiyama, however, cleverly directed their attack on the Doctor after finding his partner in top form. The Japanese played consistently and had the knack of returning their opponents' difficult shots. They gradually wore their opponents down and deservedly took the last set at 6-1.

The winners now meet the Rumjans in the semi-final. Several other matches were also decided, the results of which follow:

Open Doubles.

T. Honda and T. Akiyama beat Major Lucas and Dr. Tottenham, 8-10, 6-3, 1-6, 6-3, 6-1.
G. W. Sewell and J. G. Lawrence v. G. W. Sewell and J. G. Lawrence, 6-3, 6-0, 6-0.

Singles Handicap "A."

L. Goldman (owe 15/4) beat H. R. Remington (rec. 3/6), 6-0, 6-3.

Singles Handicap "B."

T. J. Price (owe 2/6) beat M. D. Scott (owe 2/6), 6-2, 6-0.

Handicap Doubles.

A. H. Penn and A. C. L. Boyker (rec. 16) beat A. Percy and W. D. Fiddes Wilson (scr.), 6-4, 6-4.

Mixed Doubles.

S. E. Green and Miss Heard (owe 15) beat E. D. Lawrence and Mrs. H. Davenport Browne (owe 4/6), 6-4, 9-7.

TO-DAY'S MATCHES.

Open Singles.

H. Lo v. E. C. Fincher.

Open Doubles.

Ho Ka Lan and Ng Sze Kwong v. L. Goldman and J. S. McEachran.

Handicap Singles "A."

S. E. Green (owe 15/4) v. A. Percy (rec. 3/6).

L. Forster (owe 15) v. W. A. Nowers (scr.).

D. S. Green (rec. 2/6) v. J. Barrow (rec. 3/6).

H. J. Armstrong (owe 1/6) v. J. A. Summers (rec. 2/6).

Handicap Doubles.

G. W. Sewell and G. C. Grove (owe 15/4) v. B. K. Valentine and A. D. Humphreys (owe 5/8).

FANLING HUNT.

MARCH STEEPLECHASE MEETING.
CAN ACE OF SPADES BEAT MY LADY?

[By EARLY BIRD.]

Great excitement prevails at the moment, at the prospects of the steeplechase meeting which is to be decided next Sunday at Kwant Race Course, Fanling.

Some very good class ponies have been entered including My Lady, Ace of Spades, Erin's Isle, San Francisco, James Pigg, Movanager, Solitaire, Target, Blotting Paper, Caviare, Craigavad, Dumbell, Fanling Stag, Duke of Nieblung, and many others who have performed with very success at our local meetings.

The principal point of interest is which is the better of the two for the Fanling Grand National event, My Lady, Mr. N. Haslam's, a bay, or Ace of Spades, who carries the green shamrock of his owner, Mr. Ulster. Both ponies have some wonderful performances to their credit and have persistently won their races in effortless fashion. We are in for a great treat, I'm sure, on Sunday when these two cracks will be out in the Fanling Grand National to decide which is the better of the two.

Personally I am inclined to favour the prospects of My Lady who is a rattling good fencer with plenty of toe for the run home. Besides, being at 13.3 she has three pounds the better of the handicap which should help her considerably in the long distance to be covered. Outside these two I do not see anything else in the big event that is likely to survive the distance (2 1/2 miles) unless As You Like It, who was placed third to Ace of Spades in the Grand Military Cup over the same distance some time back, goes to the post. On that occasion he was beaten to a standstill by the speedy black, who easily accounted for James Pigg in the same event.

San Francisco, a dandy little speed merchant, a dandy little speed merchant, a dandy little speed merchant, entered for this event, but in view of his Happy Valley engagements at the Easter Meeting I hardly think his connections would send him out to compete against such good stock when the conditions are all against his chances of being victorious. Fanling Stag and the Duke of Nieblung although entered for the big event are not likely to sport silk here as there are other events on the card which should be more to their liking.

Bless, Calligula, Brown Sherry, and Solitaire are four contenders who have established a reputation in Canton and may possibly figure amongst the place getters next Sunday.

Montana, Ploughman, Erin's Isle, Sea Hawk, and Twilight Eve, are a bunch of good looking candidates who look classy enough to win anything, but as they have not been over the course yet it is difficult to gauge their capabilities, and until I can see them in action, I am not in a position to advise one way or the other.

I shall be making a visit to the course during the week and I shall endeavour to gather a few crumbs of information which may be of assistance to backers at next Sunday's meeting.

Look out for selections in the Daily Press next Saturday morning.

HANDICAPS.

GRAND NATIONAL MEETING.

SUNDAY, MARCH 24TH.

Race 1—March Best Stakes.

Once round, Inside Course. Winner \$100; 2nd \$50. For China ponies. Winners at Kwant Race Course, Fanling, on March 17th, 1929, were: 1st, Ace of Spades, 175 lbs.; 2nd, Blotting Paper, 160 lbs.; 3rd, Caviare, 181 lbs.; 4th, Fanling Stag, 158 lbs.; 5th, My Lady, 175 lbs.; 6th, Sea Hawk, 152 lbs.; 7th, Brown Sherry, 158 lbs.; 8th, Calligula, 150 lbs.; 9th, Duke of Nieblung, 158 lbs.; 10th, Erin's Isle, 158 lbs.; 11th, Fire Call, 153 lbs.; 12th, Honeymoon, 150 lbs.; 13th, May, 150 lbs.; 14th, Montana, 155 lbs.; 15th, Ploughman, 155 lbs.; 16th, San Francisco, 158 lbs.; 17th, Sea Hawk, 152 lbs.; 18th, Strathmore, 153 lbs.; 19th, Twilight Eve, 155 lbs.; 20th, Wower, 150 lbs.

Race 2—Spring Plate.

About 1 1/2 miles, on National Course. Winner \$100; 2nd \$50. For China ponies that have started at Kwant previous to this meeting. Weight for inches as per scale. Winners this season of one race 5 lbs. penalty, of two races 8 lbs. penalty, of three or more races 15 lbs. penalty. Entry \$5.

Ace of Spades, 175 lbs.; Blotting Paper, 160 lbs.; Caviare, 181 lbs.; Fanling Stag, 158 lbs.; My Lady, 175 lbs.; Sea Hawk, 152 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

Race 3—March Maiden.

About 1 mile, on Inside Course. Winner \$100; 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwant allowed 5 lbs. Entry \$5.

As You Like It, 153 lbs.; Bless, 155 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

Race 4—March Maiden.

About 1 mile, on Inside Course. Winner \$100; 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwant allowed 5 lbs. Entry \$5.

As You Like It, 153 lbs.; Bless, 155 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

Race 5—The Country Cup.

About 1 1/2 miles, on National Course. For a Cup and \$50. For China ponies that are in the opinion of the Joint Masters of the Fanling Hunt bond-fide "Country Ponies." Weight for inches as per scale. Winners of steeplechases to carry 5 lbs. penalty for each event won this season. Entry \$5.

Blotting Paper, 160 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Caviare, 181 lbs.; Fanling Stag, 158 lbs.; My Lady, 175 lbs.; Sea Hawk, 152 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

(Continued on next column.)

INTERPORT POINT-TO-POINT.

MR. DONSE WINS BOTH HEAVYWEIGHT CUPS.

MR. CLARKE TAKES LIGHT-WEIGHT PRIZE.

[By EARLY BIRD.]

Quite one of the biggest crowds we have seen for some time turned out to see the Interport Point-to-Point races which were decided at Mr. Alec Potts' run last Sunday morning.

A strong contingent came down from Canton and although Mr. Bujke and Mr. Fisher (who are the prime movers in the Canton ride) were absent the meeting was, nevertheless, carried through to the satisfaction of all concerned.

Dr. Pierce Grove, the Joint Master of the Fanling Hounds, wisely selected Mr. Alec Potts' run for the races. A very high hill which commands a wonderful view of the surrounding country was selected by the many visitors as a grand stand from which an almost unimpeded view of the whole course was procured.

Lightweight Event.
A. C. Dransie Hartnell.....Charlie.
Mr. Davy.....Tamerlan.
K. Stewart Smith.....Social Call.
R. Griev.....Durian.
R. K. Patten.....Siang River.
A. B. S. Clarke.....Kiangsu.
A. E. McCartney.....Fanling Stag.
J. M. Ferguson.....Brown Sherry.
J. C. Macgown.....Caviare.
John Durran.....Drake.
G. Hardt.....Bless.
W. C. Sloan.....Gin Sling.
W. T. Stanton.....Six Hundred.

There were two events. The Lightweight contest was decided first and resulted in a win for Lieut. Clarke on Kiangsu, second Dr. Macgown on Caviare and Mr. W. T. Stanton third on Six Hundred. Dr. Durran on Drake was first past the post but declined to be placed as he said he had missed one of the points. He was thereupon disqualified and the race was awarded to Mr. Clarke. The three placings were very prominent throughout and almost from the beginning Clarke made the pace a hot one and led practically the whole way round.

Drake was very prominent at different stages of the run and looked a winner especially when Clarke came to grief by colliding with a tree when close to home. He, however, remounted and was run out when rounding the last point and although he came into the straight behind Drake he was subsequently awarded the race. Mr. Ferguson, one of the Canton visitors, came to grief and, unfortunately, broke his collar bone in this event.

Heavyweight Event.
J. A. E. Kendrew.....James Pigg.
M. M. Watson.....Honeymoon.
R. H. Charles.....Erin's Isle.
H. E. Baist.....Tap Siala.
W. Dohse.....Calligula.
W. G. Mattingley.....Fire Call.
Miss Clark.....Tazsali.
J. B. Wallis.....Why Not.
A. H. Potts.....Craigavad.

As in the last race those who were well up in the early part of the race were also those to show up at the finish.

Dohse, who rode a brilliant race on Calligula, eventually won in the run home; Mattingley, on Fire Call, who was close up all the way, was just beaten on the post and managed to hold down Wallis on Why Not who was third.

Quite a number of crashes occurred in this event, which rather had the effect of spoiling the chances of other candidates who ran more or less prominently the first time round.

Mr. Dohse annexed two cups. The Heavyweight Cup and the Special Visitors Cup which were presented later at the "Hunters' Arms."

LOCAL FOOTBALL.

To-day at 4.30 p.m. H.K.F.A. Shield replay.
Hong Kong Police v. Club de Recreo, Kowloon F.C. ground. Referee: Mr. F. Smith.

Race 4—Fanling Grand National Handicap.
About 2 1/2 miles, on National Course. For a Challenge Cup to be held by the winner for one year. Winner to receive a replica of the Challenge Cup; 2nd \$50; 3rd \$25. For China ponies. Top weight 175 lbs.; bottom weight 145 lbs. Entry \$5.

Ace of Spades, 175 lbs.; My Lady, 175 lbs.; Duke of Nieblung, 158 lbs.; Francisco, 158 lbs.; James Pigg, 155 lbs.; Montana, 155 lbs.; Twilight Eve, 155 lbs.; As You Like It, 143 lbs.; Caviare, 145 lbs.; Fanling Stag, 145 lbs.; Movanager, 145 lbs.

Race 5—The Country Cup.

About 1 1/2 miles, on National Course. For a Cup and \$50. For China ponies that are in the opinion of the Joint Masters of the Fanling Hunt bond-fide "Country Ponies." Weight for inches as per scale. Winners of steeplechases to carry 5 lbs. penalty for each event won this season. Entry \$5.

Blotting Paper, 160 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Caviare, 181 lbs.; Fanling Stag, 158 lbs.; My Lady, 175 lbs.; Sea Hawk, 152 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

Race 6—The Country Cup.

About 1 1/2 miles, on National Course. For a Cup and \$50. For China ponies that are in the opinion of the Joint Masters of the Fanling Hunt bond-fide "Country Ponies." Weight for inches as per scale. Winners of steeplechases to carry 5 lbs. penalty for each event won this season. Entry \$5.

Blotting Paper, 160 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Caviare, 181 lbs.; Fanling Stag, 158 lbs.; My Lady, 175 lbs.; Sea Hawk, 152 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

Race 7—The Country Cup.

About 1 1/2 miles, on National Course. For a Cup and \$50. For China ponies that are in the opinion of the Joint Masters of the Fanling Hunt bond-fide "Country Ponies." Weight for inches as per scale. Winners of steeplechases to carry 5 lbs. penalty for each event won this season. Entry \$5.

Blotting Paper, 160 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Caviare, 181 lbs.; Fanling Stag, 158 lbs.; My Lady, 175 lbs.; Sea Hawk, 152 lbs.; Brown Sherry, 158 lbs.; Calligula, 150 lbs.; Duke of Nieblung, 158 lbs.; Erin's Isle, 158 lbs.; Fire Call, 153 lbs.; Honeymoon, 150 lbs.; May, 150 lbs.; Montana, 155 lbs.; Ploughman, 155 lbs.; San Francisco, 158 lbs.; Sea Hawk, 152 lbs.; Strathmore, 153 lbs.; Twilight Eve, 155 lbs.; Wower, 150 lbs.

(Continued at foot of next column.)

DIPLOMATS IN CHINA.

SEEING MORE OF THE COUNTRY

COURTEOUS CHINESE OFFICIALS.

Peking (U.P.)—Foreign diplomats are seeing more of the interior of China than they ever have before, due to the removal of the capital to Nanking. When the capital was here, diplomats often did not air outside of Peking for years on end. They sometimes visited sea-side resorts in the summer, or journeyed into the Western Hills north of Peking, but seldom passed through the interior.

Now diplomats are constantly on the move, as they must travel from Peking to Nanking to interview responsible officials in the government, and with the opening of the railway southward, they usually travel by train rather than by boat.

The more important Ministers have adopted the practice of visiting Nanking about once a month, spending a few days there, and returning to Peking for a "rest."

Paying Their Own Fare.

The Nanking Government recently decreed that foreign diplomats must pay their railway fare on such trips. This decree was aimed at the representatives of the lesser nations, as officials of the great Powers have always paid railway fares in China, even though the government railways were willing to offer them free transportation.

The diplomats speak favourably of the courtesy of Chinese officials on recent trips. By paying ordinary first-class fare, they are given a full compartment to themselves, in spite of the crowded condition of the semi-weekly trains. Lesser officials in the Legations, however, are not so lucky, and must take their chances at accommodation with the Chinese passengers.

The journey from Peking to Nanking gives diplomats an excellent opportunity to see several Chinese provinces. They must pass through Hopei, Honan, Shantung, Anhwei and Kiangsu provinces. Many of them admit that they have learned more of first-hand conditions in China on these trips than they knew before.

ST. PATRICK'S CATHOLIC CLUB.

AN ENJOYABLE CONCERT.

On Sunday night a most enjoyable concert was given in the Hall of St. Patrick's Catholic Club, Garden Road, to celebrate the Feast of St. Patrick, which falls on March 17th. The hall was filled to its utmost capacity, and remained so to the very end of a long programme. If any word of criticism were to be offered, it might be this: The audience showed a little want of consideration in their impatient calls for encores, especially at the end.

The opening number was a Piano and Violin Duet by the Rev. Fr. Rignanti and Prof. Gualdi, who gave a brilliant rendering of a Fantasia from Faust. This was followed by a recitation charmingly given by Miss E. Carroll, who, later, assisted by another talented little lady, Miss M. May, had to respond to an impetuous encore for their Irish jig. Choral numbers were in the capable hands of the Aloha Serenaders, who delighted the audience with their Hawaiian songs, and the Choir of St. Joseph's College, who under the direction of Fr. Rignanti, gave "O Peaceful Night" (in four parts) by E. German, and "Angels that around us hover" (in three parts) from Wallace's *Martina*. Then came the Wizard of the Navy, who made things appear and disappear in a way that caused one of the gentlemen present to remove his pipe out of harm's way.

Recitations and Monologues by Miss M. Watts, M.A., and Mrs. M. Bunje were followed by Violin solos by Master F. Abraham. His *Il Trovatore* Fantasia was a very fine performance for a boy of his years, though not more finished than his shorter contribution in the second part of the programme.

Songs, and real Irish songs at that, were not forgotten. Mr. G. D'Aquino sang *Tommy's Gull* and that old favourite, *Come Back to Erin*. And perhaps it was in response to that appeal that Father Gallagher, S.J., gave us four really typical Irish Melodies, one of them a beautiful allegory by James Clarence Mangan, *My Dark Rouslan*. From the serious pages of history we were brought back to the humours of modern life when Cohen went to the telephone to give up his place to a Japanese keen on selling berths. Mr. B. M. Omar's impersonation of both brought the house down and to an insistent recall he gave a child reciting "Mary had a little lamb."

The little stage was effectively lighted, the effects in many of the numbers adding much to the performance. The committee of the Club are to be congratulated on the

success of the concert, which we hope will be but the first of many such.

Fr. Rignanti and Prof. Gualdi were the accompanists, and the stage management was in the capable hands of Mr. Blake.

(Continued at foot of next column.)

HONG KONG POLICE RESERVE.

[ORDERS BY HON. MR. T. H. KING, ACTING CAPTAIN SUPERINTENDENT OF POLICE.]

Adjutant.

Mr. D. L. King, D.S.P. (R.) has been granted eight months' leave of absence from the Colony, as from March 19th, 1929.

Mr. W. Kent, A.S.P., will act as Adjutant, Hong Kong Police Reserve, as from that date.

Chinese Company.

Constable R99 Kwong Loong has been permitted to resign having completed one full year's service, with effect from March 8th, 1929.

FIRST AID TO THE INJURED.

Class for instruction in First Aid will be held at the Company's Headquarters on Wednesday, March 20th, at 5.30 p.m. sharp.

SIGNALLING.

The Signalling Squad will attend at the Company's Headquarters for practice in Morse and Semaphore under Crown Sergeant R18 Ow Young Kin Heng on Wednesday, March 20th, at 6.30 p.m. sharp.

ANNUAL EXAMINATION IN PART II.

The examination in Part II of Training Course will continue at the Company's Headquarters on Thursday, March 21st, at 5.30 p.m. sharp, under Chief Inspector H. J. Paterson, Principal of the Police Training School.

INSPECTION PARADE.

The monthly inspection of Arms, Equipment, etc., by the Company Commander will take place on Thursday, March 21st, at 5.30 p.m., and all members of the Chinese Company are requested to keep the date open.

Indian Company.

PARADE.

Members of the Indian Company are reminded of the parade to be held at the Central Police Station on Tuesday, March 19th, at 5.30 p.m. sharp.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, March 19th. Fall in at the Tsimshui Fire Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, March 21st. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Winter uniform.

Sharpshooters' Company.

Revolver practice will be carried out on Kennedy Road Range on Sunday, April 7th, at 10 a.m. Members will assemble at the Range at that time, with belts and holsters with revolver. Uniform optional.

The following are notified that Police Reserve Badges have been approved for and may be drawn from the Police Store through the Police Reserve Office by them:

Crown Sergeant R405 A. W. Grimmett.
Constables R405 S. C. Ho, R415 W. Ward, R419 A. J. Rappin, R422 A. Sperry.

(Sgd.) D. L. King, D.S.P. (R.)
Hong Kong, March 19th, 1929.

THE DEMOCRATIC REICHSSTAG.

TITLED ARISTOCRATS IN THE MINORITY.

Berlin (U.P.)—The family tree no longer plays a role in the selection of German diplomatic representatives, it was recently stated by Dr. Gustav Stresemann when he was called upon to defend himself before the Reichstag Budgetary Committee against charges that noblemen were accorded preferential treatment in his department.

To an ever increasing extent, the Minister asserted, plain citizens without no attribute of nobility attached to their names are holding leading positions in the German diplomatic service, which in pre-war Germany was almost exclusively the domain of the German aristocracy. Then all but three of the German Ambassadors and Ministers were members of noble families. To-day, titled aristocrats are in the minority. Among the 48 Ambassadors and Ministers abroad, 27 are just plain "commoners."

Dr. Stresemann opposed the suggestion that political faith should be considered in the selection of diplomatic representatives. He contended that such procedure would utterly ruin Germany's foreign service. The Minister said it was a mistake to criticise the appointment of German diplomatic representatives from political view.

pointed to the appointment of Herr von Ertitz to the Ambassadorship at Washington and the Left-Wing Parties to that of the new Minister to Denmark, Herr von Hassel, the son-in-law of ex-Admiral von Tirpitz.

success of the concert, which we hope will be but the first of many such.

(Continued at foot of next column.)

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Money and Markets

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice, sugar and other foodstuffs were as follows:—

Rice.	Per Picul.
Luk Fook Sing	\$7.22
Ng Fook	7.72
No. 1 White	7.65
Green Seal, White Unglutinous	8.99
Black Phoenix	8.92
Green Fish	7.33
Black Seal, Unglutinous	8.99
Green Seal, Old	8.77
Red Seal, White	8.40
Red Seal, Broken	8.02
Green Seal, No. 1 Broken	8.02
Green Seal, No. 2 Broken	5.77

Sugar.

No. 24 Coarse Granulated	\$8.65
New Green	6.73

Miscellaneous.

Cocoanut Oil	\$22.00
Groundnut Oil, Fongtee	24.50
Ban Oil	17.50
Wood-tar Oil	21.70
Red Melon Seeds	23.50
Dried Mushroom	310.00
Green Bean	8.70
Black Bean	6.70

CANTON STOCK EXCHANGE.

LATEST QUOTATIONS.

CANTON, March 18th.	
Water Works	\$ 3.95
Electric Power & Light Co.	4.80
Canton-Haokow Railway	.33
The Sun Company	80.00
Sincere Company	103.00
Nanyang Bros. Tob. Co.	4.50
Tramway Company	2.85
China Merchants' Steam Navigation Co.	60.00
Central Bank of China	46.00

FOREIGN CAPITAL IN CHINA.

LOANS ACCEPTABLE FOR RECONSTRUCTION.

NANKING, March 14th.
At yesterday's meeting of the Central Political Council, a proposal of Mr. Sun Fo, Minister of Railways, to permit investment of foreign capital in various construction schemes of the Government, which was originally submitted to the Executive Yuan, was discussed at length and was forwarded, together with a memorandum of the Executive Yuan on the proposal, to the Legislative Yuan for further examination.

According to Mr. Sun's scheme, investment of foreign capital in Government enterprises may be accepted, provided it does not interfere upon the national sovereignty of the country.

Overseas Chinese Restricted.
The Government besides contracting foreign loans for reconstruction purposes may solicit the co-operation of foreign merchants in undertaking any construction work, which will be operated in the name of a corporation and with certain limitations to be separately determined.

The scheme further provides that the following limitations are necessary in any corporation in which the Government is financially interested or which is managed by Overseas Chinese:—

- a. Chinese shareholders should hold over 51 per cent. of the entire capital stock of a corporation.
- b. The Board of Directors should consist predominantly of Chinese.
- c. The chairman of the Board of Directors and the general manager should be of Chinese nationality.
- d. Any commercial corporations thus formed should be subject to the Chinese Corporation Law and other related laws.—Kuo Min.

BRITISH SUGAR FOR CHINA. MANY SHIPMENTS COMING.

One of the many important developments arising out of the reduction of the import duty on raw sugar in the last Budget is the increasing ability of British sugar refiners to compete in the more distant export markets.

British refined sugar is now being exported to China, and a cargo of 6,500 tons fixed from London to Hong Kong has been arranged at a freight rate of 25s. per ton. Additional cargoes are also being arranged for March. This is said to be the first occasion on which cargoes of British refined sugar have been shipped to China, as that country has previously drawn the bulk of its supplies from Java for refining at home.

Altogether about 40,000 tons of British refined sugar have been sold to China on the basis of 10s. 9d. f.o.b. per cwt.—a comparatively low figure, but one in keeping with the general level of the market, which has been depressed by the heavy production in the past few years.

CANTON TRADE NOTES.

Wuchow is still suffering from a bad business slump, attributed to the drought and other causes. About ten per cent. of the shops made a small profit, thirty per cent. have "muddled through" somehow and sixty per cent. have either had to increase their capital or go into bankruptcy. Most of the bankrupt businesses are small banks and money changers, but a good many piece goods and drug dealers are also in difficulties.

The Kwangtung Weights and Measures Bureau has been keeping a sharp eye on peddlers. On the 18th inst. the Bureau issued a notification that peddlers whose measures or weights have not been examined must submit them to the Bureau within a month or they will become liable to penalties. The authorities hope to unify the measures and weights and put an end to a source of dishonest dealing.

The Silk Improvement Bureau is opening a branch office in Lok-chang to encourage the silk industry in the Northern districts. Branch offices will also be established later at Chaochow, Muhsien, Shantung, Tienpak and other places. The culture of mulberry trees and the rearing of silk worms in the Eastern and Southern districts are to be encouraged. The recent improvement in the silk business is having a stimulating effect upon merchants and producers and real efforts are being made to stage a revival of Kwangtung's great silk industry of the past.

RAW SILK.

REPORTS OF PRICE CONCESSIONS.

Messrs. Pentreath & Co., have handed us the following letter dated February 21st from Messrs. Hornby, Hemelryk & Co., Liverpool:—

In the early part of the week under review, March was sold down to \$4.94, but the market has since steadied, and values show an advance of 1c. to 2c. over those ruling a week ago.

Our mail advices from New York state that although heavy consumption figures for January had been anticipated, the actual publication of the record figure of 57,349 bales, failed to advance the market to the extent generally anticipated. Some feeling exists that notwithstanding the recently published opinion of abnormally low stocks in the hands of manufacturers, the heavy January deliveries have placed them in a position to resist higher price levels by a continuance of hand-to-mouth buying. Reports that some dealers are already making price concessions to mills lend support to this theory.

On the other hand, consuming channels indicate very satisfactory distribution. Broad silk sales during January increased considerably and are still developing. The hosiery trade is making strong headway, and demand is much wider. Such a condition should compel steady mill buying for current needs, and tend, at least, to maintain present levels.

Our correspondents cabled us yesterday that spot silk is firm, and coarse sizes are very scarce. It is reported that there are important buying orders in the market for execution under current prices.

SWEDEN'S FOREIGN TRADE.

RETURNS FOR 1928.

Figures indicating the value of Swedish foreign trade during December are now to hand, and show the surprisingly large export surplus of 26 million kronor, the highest figure on record not only for the season, but also for the twelve months. To some extent this surplus may be explained by a temporary decrease of imports but, above everything, by the favourable weather, which substantially prolonged the season of navigation in the Gulf of Bothnia and made possible heavily increased shipments of wood and woodpulp.

The excess of imports over exports for 1928 was 143 million kronor. With regard to the principal groups of commodities the value of iron ore exports declined by 78 million kronor, and the exports of pulp and paper by 66 million kronor, whereas the value of wood exports rose by 14 millions. The value of the exports of the engineering industries rose by 67 million kronor, or more than 28 per cent.

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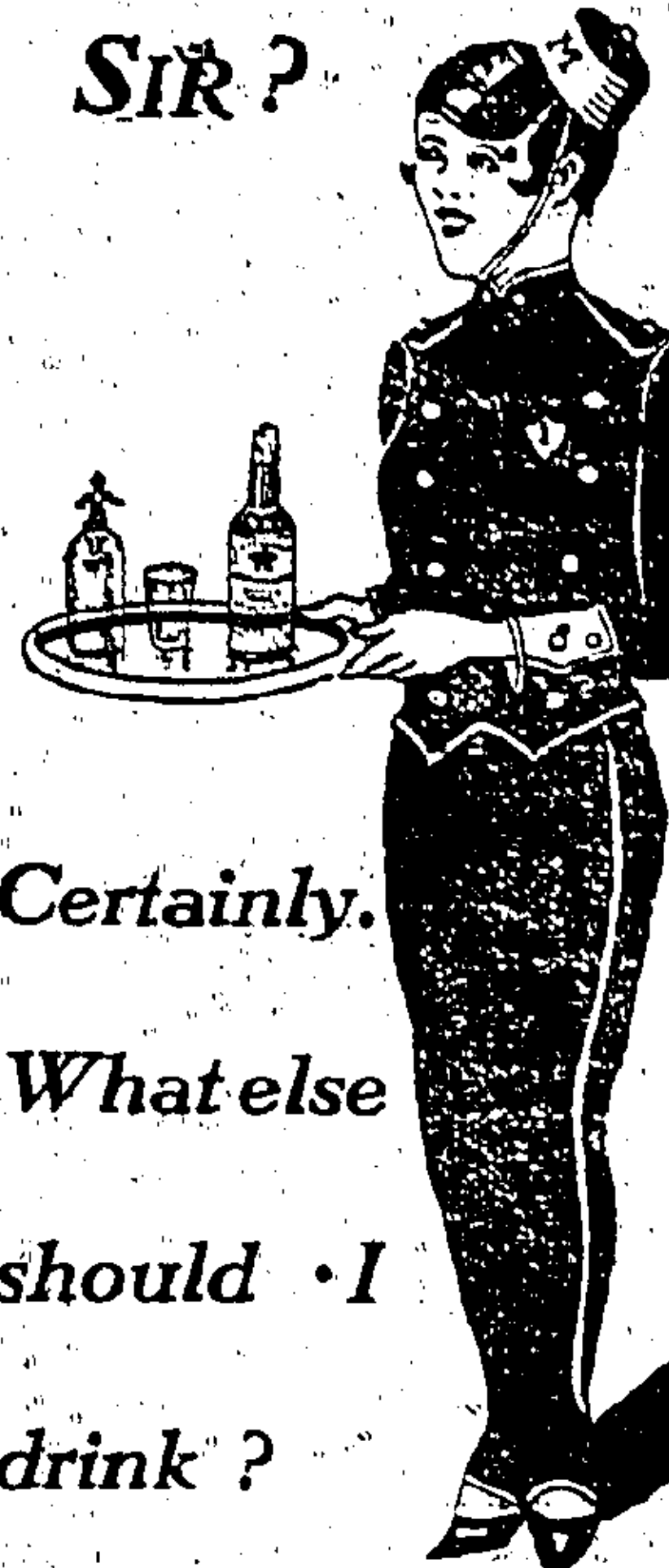
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ANNUAL TRIANGULAR RUGBY CONTEST.

The following Games will be played on the Club's Ground:—

MONDAY, 25th MARCH—CLUB v. ARMY.

WEDNESDAY, 3rd APRIL—ARMY v. NAVY.

MONDAY, 8th APRIL—CLUB v. NAVY.

Kick off at 5.15 P.M. at Each Game.

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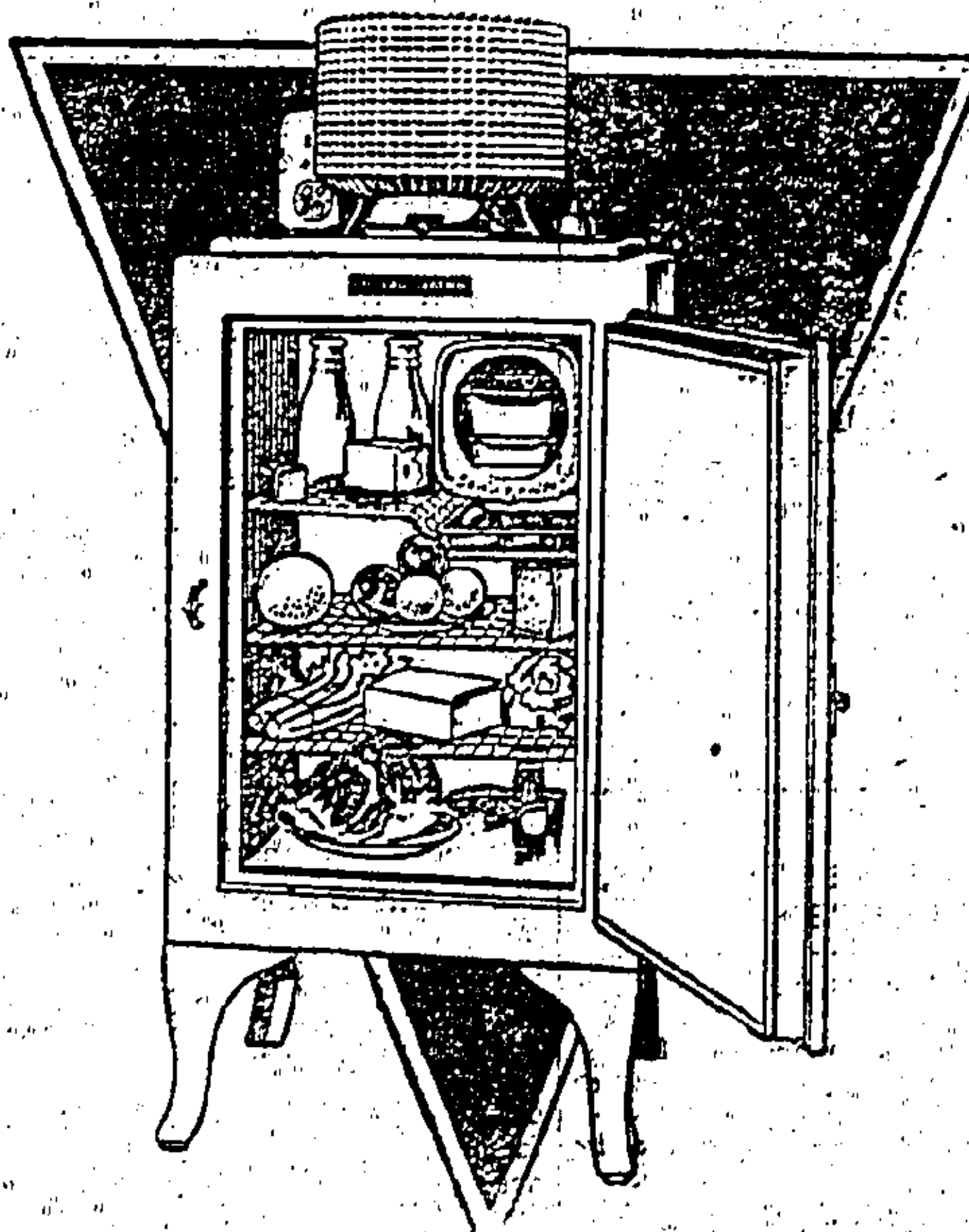
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SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles To Seattle and Victoria
The Sunshine Belt via Honolulu The Short, Straight Route to America
Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Jefferson, Tues., Mar. 26th, 10 a.m. Pres. Grant, Tues., Apr. 2nd
Pres. Lincoln, Tues., Apr. 9th Pres. Cleveland, Tues., Apr. 16th
Pres. Madison, Tues., Apr. 23rd Pres. Pierce, Tues., Apr. 30th
Pres. Jackson, Tues., May 7th Pres. Taft, Tues., May 14th

120, 112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Suez, Colon, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston

Pres. Johnson, Sun., Mar. 24, 8 a.m. Pres. Van Buren, Sun., May 5, 8 a.m.
Pres. Monroe, Sun., Apr. 7, 8 a.m. Pres. Hayes, Sun., May 19, 8 a.m.
Pres. Wilson, Sun., Apr. 21, 8 a.m. Pres. Polk, Sun., June 2, 8 a.m.

To Manila

Pres. Grant, Mar. 26th, 6 p.m. Pres. Madison, Apr. 18th, 6 p.m.
Pres. Lincoln, Mar. 30th, 6 p.m. Pres. Pierce, Apr. 23rd, 6 p.m.
Pres. Cleveland, Apr. 9th, 6 p.m. Pres. Jackson, Apr. 27th, 6 p.m.

For Bookings, Passenger and Freight Information apply to

PEDDER BUILDING, Ground Floor.

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For SYDNEY, MELBOURNE and ADELAIDE via MANILA, ILOILO, SANDAKAN, BALKAPAPAN and RABATUL.

S.S. "CHRONOS" sails on/about 4th April

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The M.S. "J A V A"
loading on or about
21st March

PORT SAID, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS—	SHANGHAI, ETC.	CONTINENT, ETC.
M.V. "Australia"	—	31st March
M.V. "Chile"	—	20th April
M.S. "Africa"	31st Mar.	12th May
M.V. "Malaya"	18th Apr.	27th May
M.S. "Siam"	23rd May	2nd July

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

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CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM DUNKIRK, LONDON AND STRAITS.

The Steamship "BENMACDUI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., wharves, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th April, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 14th Mar., 1929. [7547]

THE BEN LINE STEAMERS, LIMITED.

S.S. "BENGLOE"

CONSIGNEES are hereby informed that the above-mentioned Steamer whilst proceeding through the Suez Canal on 28th January last struck the Canal Bank and sustained serious damage.

A General Average having been declared we are instructed by Owners to collect in Cash an Average Deposit of 5% of the actual c.i.f. value of the Goods plus 10% prior to Delivery of the Cargo.

Average Bond and Valuation Forms may be obtained on application at the Office of the Underwriter.

Steamer is due arrive here on or about 22nd instant.

GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 18th Mar., 1929. [7541]

WITHIN CALL

The following vessels were expected to be in wireless communication with Hong Kong to-day:—

Patrol, Telma, Kwangtung, Karmala, Prominent, Darcoila, Tjondari, Santhia, Fraconia, Proteus, Kong Ning, Teen, Anking, Norviken, Kitano Maru, Nippon, Yuen Sang, Aki Maru, Hydrangea, Lyons Maru, Sado Maru, Fook Sang, Celebes Maru, President McKinley.

COTTON INDUSTRY IN CHINA.

REVIEW BY CHAIRMAN OF EWO COTTON MILLS.

EFFECT OF NEW CUSTOMS TARIFF.

At the eighth annual ordinary meeting of the Ewo Cotton Mills Ltd., held on March 14th at Messrs. Jardine, Matheson & Co.'s Shanghai Office. Mr. J. J. Paterson, who presided, gave an interesting view of the present position, and the prospects of the Cotton Industry in China.

"Mr. Paterson said in part: In spite of the fact that our mills were working short-time for the first eight months of the year we have been able to make Tia. 1,094,782.75, which I think you will consider a satisfactory profit after dealing with the allocation of this sum. Mr. Paterson said: It must again be emphasized that your mills, both buildings and machinery, are in some cases of considerable age and year by year require more money spent on them, if they are to be kept in an efficient state."

I feel sure the suggested bonus to the staff at the mills will be passed without hesitation. It will be highly appreciated and I know it has been well earned. That we have been without serious labour troubles during the year is in large measure due to the tactful manner in which our staff have carried out their duties (applause).

Debts due by the Chinese Government show an increase of Tia. 9,491.38, representing interest, accrued during the year, no payments in reduction of this long-outstanding debt having been received. It is to be hoped that once the present Government finds its feet this debt will be speedily liquidated.

Decrease in Stocks.

Our stocks are lower by over 184 lakhs of taels as compared with our position at the end of 1927, most of this difference being in respect of yarn and cloth. Stocks of cotton have been taken in at cost in accordance with our usual practice and stood at approximately the prices ruling at the end of the year.

The new Customs tariff which came in force on February 1st, this year, has not done anything to help the cotton mill industry in China. While the rate on imported cotton remains the same, so also do the duties on imported yarns and cloth of the kind your mills manufacture; the duty on textile machinery has been raised by 25 per cent. and that on some articles used, such as dyes, is much higher than before.

We have continued to carry out our policy of gradual extension and the exploration of new and improved avenues of manufacture. During the year the new weaving shed at Kung Yik Mill came into full operation with an added number of looms, while a small plant for making Hessians and extensions to the weaving department have also been scheduled for Yang-tzepoo Mill.

For the greater part of the year spinning was not a profitable operation but as a result of the political situation a great change became manifest in the autumn. Demand for our yarns became very brisk, we were able to sell at profitable prices and the stocks in our godowns declined rapidly. Cloth, too, has shown great improvement and clearances have exceeded production so that at the moment is apportioned out to our buyers.

The Cotton Position.

The 1928 crop of Shensi cottons although larger than the previous year was not of such good quality, the better types of which we used large quantities last year being unobtainable. The local crop was fairly satisfactory but the usefulness of Shanghai types has been marred by the addition of water, a practice that, it would appear, cannot be eradicated. The long-stapled qualities of Indian cotton of which we have been large consumers in the past are quoted at very high prices and it has exercised the ingenuity of your general managers and staff to no little extent to obtain suitable cottons at reasonable rates.

Outlook for the Future.

Since the China New Year sales of both yarn and cloth have been made sufficient to keep our spindles and looms fully occupied until the end of April. At the prices obtained our accounts should show a satisfactory profit for the first four months of the present financial year. In view of the present political situation, however, consumers are not disposed to buy freely for so far ahead as May/June at the present prevailing prices, which they consider on the high side.

Should the dark clouds at present appearing on the political horizon dissipate it would seem that we should be able to carry on

making a satisfactory profit, even though it be not so large as that we are making at present, as stocks of yarn and cloth in Shanghai are negligible while the up-country outlets are not overburdened.

I would, however, sound a word of warning to those who endeavour to calculate our probable profits from the price of Chinese cotton as quoted daily in the newspapers and the price at which we sell our 20's yarn. It is impossible to make this count of yarn out of the cotton represented by those prices, and it is necessary for us to use longer staple varieties, especially during the summer months, and for such staple cottons much higher prices have to be paid, thus raising considerably the price of our mixings. There is a tendency among certain people to estimate our profits on such erroneous premises and to express disappointment that our results do not reach the dizzy heights mapped out for us.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUBBY, March 18th.	
Paris	124.205
New York	4.85 7/18
Brussels	34.98
Geneva	55.23
Amsterdam	12.12
Milan	92.735
Berlin	20.46
Stockholm	18.17
Copenhagen	18.21
Oelo	18.20
Vienna	34.555
Prague	163
Helsingfors	183
Madrid	32.425
Lisbon	108
Athens	375
Bucharest	815
Rio	5
Buenos Aires	47 1/12
Bombay	1/5 31/32
Shanghai	2/8
Hong Kong	1/10 1/2
Yokohama	1/10 1/32
Silver (spot)	53
Silver (forward)	23

Mackintosh	\$20 nom.
Sinclair	\$11 buy.
Wm. Powell	\$3.65 nom.
H.K. Amusements	\$5 buy.
H.K. Constructions	\$11 sel.
Equa. Indus. G.S. Bonds	\$64% sel.
H.K. Govt. Loans	\$4% prem. buy.
buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal	

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

March 18th, 1929.	
H.K. Banks	\$1.50 sel.
Do. London	\$31 sel.
Chartered Banks	\$23 buy.
Mercantile Banks, A. & B.	\$24 nom.
Do.	\$215 nom.
P. & O. Banks	\$24 nom.
East Asia Banks	\$24 nom.
Canter Insurance	\$24 buy.
Union Insurance	\$24 nom.
North China Ins.	\$24 nom.
Yangtze Insurance	\$24 nom.
China Underwriters	\$24 nom.
China Fire Insurance	\$24 nom.
H.K. Fire Ins.	\$24 buy, 8 0 sel.
Douglases	\$24 nom.
H.K. Steamboats	\$24 nom.
H.K. Tugs	\$24 buy.
Indo-China (Ind.)	\$24 nom.
Do. (Ind.)	\$24 nom.
Shell Transport	\$24 nom.
Union Waterworks	\$24 nom.
Benguet	\$24 buy.
Kailan Mining Admin.	\$24 nom.
Langkai (combined)	\$24 buy.
Do. (single)	\$24 buy.
S.M. Explorations	\$24 sel.
Shanghai Loans	\$24 sel.
Banks	\$7.10 buy, 7.15 sel.
Tonghai Mining	\$176 nom.
H.K. & W. Wharves	\$123 nom.
H.K. & W. Docks	\$40 nom.
China Provident	\$4.63 buy, 4.80 sel.
Hongkong	\$1.49 buy.
New Engineering	\$1.48 buy.
Shanghai Docks	\$1.17 buy.
Ewo Cottons	\$1.13 buy, 1.14 sel.
Oriental Cottons	\$1.12 buy, 1.13 sel.
S.M. Cottons (old)	\$1.12 buy, 1.13 sel.
Do. (new)	\$1.12 buy, 1.13 sel.
H.K. & S. Hotels	\$9.10 buy, 9.15 sel.
H.K. Lands	\$8.10 buy, 8.15 sel.
Shanghai Lands	\$1.64 buy.
Humphreys Estates	\$1.64 buy.
H.K. Realities	\$8.60 nom.
H.K. Tramways	\$1.12 buy, 1.13 sel.
Peak Tramways (old)	\$1.12 sel.
Do. (new)	\$1.12 sel.
Star Ferries	\$2.50 nom.
China Lights	\$1.33 sel, 1.34 sa.
H.K. Electric (old)	\$5.64 buy.
Do. (new)	\$5.53 buy, 5.54 sa.
Macao Electric	\$1.32 nom.
Sandakan Lights	\$5 nom.
Telephones	\$7.10 buy.
China Buses	\$1.12 nom.
Singapore Tractors	\$1.16 nom.
Do. (Freight)	\$1.16 buy, 1.17 sel.
China Singars	\$1.05 sel.
Malayan Sugars	\$40 buy.
Canton Ice	\$2 sel.
Cements (combined)	\$9 sel.
Do. (old)	\$7.20 nom.
Do. (new)	\$1.40 buy.
H.K. Ropes	\$7 sel.
United Asbestos	\$5 nom.
Dairy Farms	\$20 sel.
Watsons	\$14 buy.
Per A Wings	\$0.05 sel.
Lane Crawford	\$4 sel.

(Continued on Previous Column.)

REMARKABLE CURE OF TYPHOID FEVER THROUGH POO ON CHINESE HERBS.

Under Physician's Treatment Two Weeks—Grew Worse—Doctors Insist Removing Boy to Hospital and Gave Very Little Hope of Recovery.

Jenis Brooks, son of Mrs. John T. Brooks, 1704 E. Street, Modesto, Calif., U.S.A., suffered with typhoid fever, for two weeks under physician's and nurse's care, grew steadily worse. Mother becomes alarmed over safety of her son and is induced to try the POO ON CHINESE HERBS TREATMENT for Typhoid. Result—Instant relief and absolute cure in short time. Mrs. Brooks said:—

"My boy Jenis was in bed suffering from fever and chills, he was treated by physicians for two weeks with what they called typhoid fever, he could not eat and had severe pains in the stomach; delirious, stomach was bloated; he was kept in ice packs and rubber ice mattress and attended by a trained nurse; he did not show any improvement but became worse so other doctors were called in for consultation. They all insisted on removing boy to the hospital, and did not give much hope for his recovery."

"I was recommended and insisted upon by Mrs. De Lemos to try the POO ON CHINESE HERB Treatment, as she had been cured of a complication of diseases by them. I made up my mind to give the POO ON CHINESE HERBS a trial; after the first day's treatment the fever was very much reduced and he began to have an appetite and slept well at night. After five days' treatment the fever was cured and after a few more treatments the boy was absolutely well and playing around the yard and eating heartily, and was able to go back to school, and feels as well as he never did."

Mrs. G. A. Bayes says:—"I am Positive That POO ON CHINESE HERBS and Ointment Saved My Child's Eyesight Because I tried Several Eye Specialists Before Going to POO ON CHINESE HERBS. The Cure Was Simply Wonderful and I Am Very Grateful."

Mrs. G. A. Bayes, 611, Third Street, Modesto, Calif., U.S.A., says:—

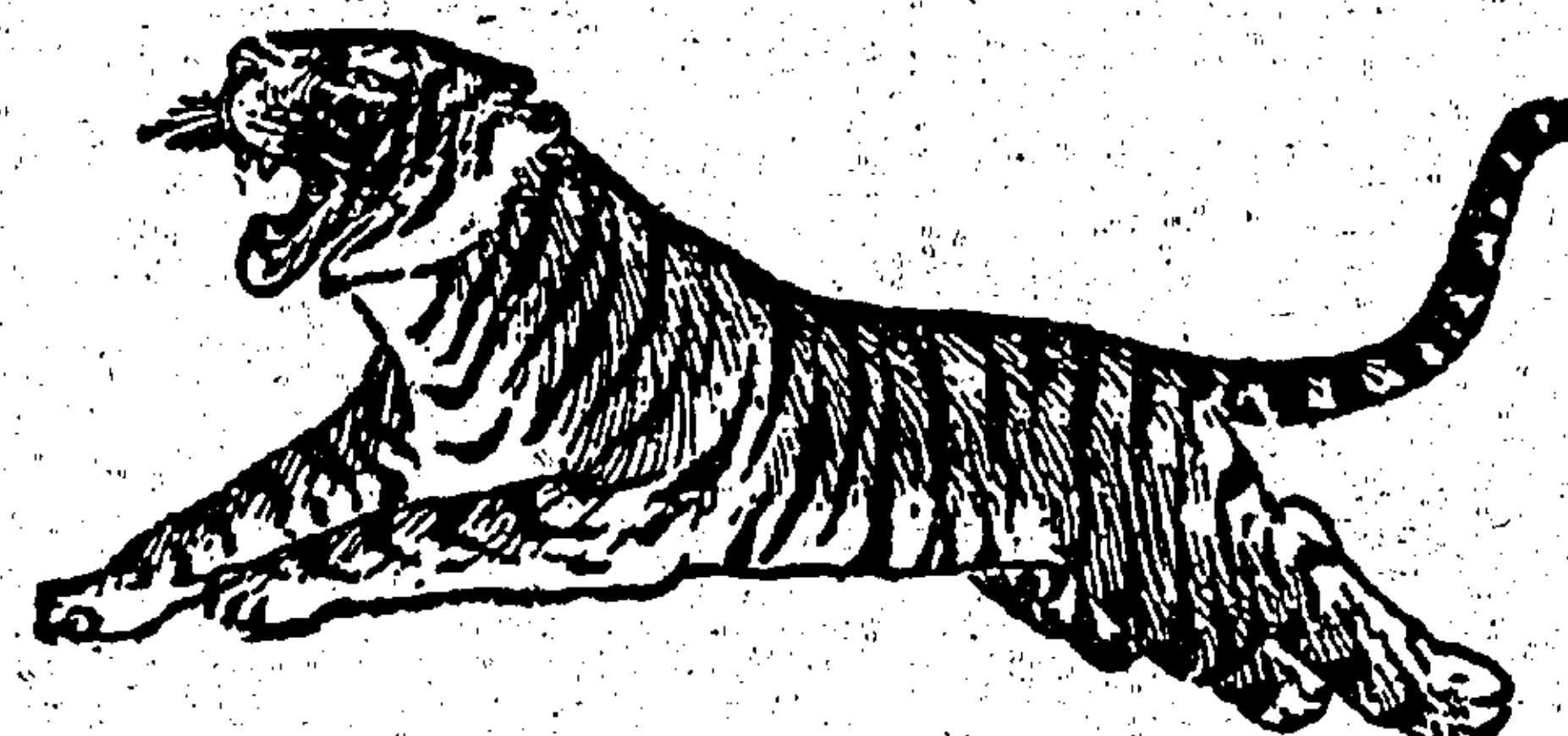
"My little girl, 8 years old, in some way contracted a disease of the eye that was gradually making her blind. I immediately took her to an eye specialist for treatment, but there seemed no way to stop the approaching pain and blindness. I also tried a specialist in

Stockton, and Modesto. She finally grew so bad that I had to keep her in a darkened room. I kept her under constant care in the darkened room for nearly two months. A friend then told me about the Herbalist, Yee Poo Lun, and the POO ON CHINESE HERB Treatment. I had no faith in treatment of this kind, as I have tried so many kinds of treatments and doctors in vain; but in desperation I decided to try the POO ON CHINESE HERBS. At this time water was running from her eyes excessively. I gave her the POO ON CHINESE HERBS, an ointment, and some wash. At the end of a week the matter running from the eyes stopped and almost at once a marked improvement took place. She continued to improve very fast and her eyes began to clear up. A short while after I started giving her the POO ON HERBS she was entirely cured from this disease and her eyes were back to normal so that she should see as good as ever. I am certainly thankful to the Herbs and the Herbalist and am positive that POO ON HERBS absolutely cured my child's eyes."

Thousands suffering from catarrh, bronchial and lung trouble, throat, cough, asthma, hay fever, malaria, stomach trouble, indigestion, constipation, gastritis, piles, diarrhoea, scabies, heart disease, eczema, acrofula, female trouble, nervousness, insomnia, obesity, kidney, bladder trouble, Bright's disease, diabetes, rheumatism, neuralgia, dropsy, tumours, epilepsy, fits, paralysis, pyorrhea, ulcer, pimples, dizziness, headaches, and many other chronic diseases have been restored to health and happiness without poisonous drugs or the knife, by the POO ON CHINESE HERBS.

THE POO ON CHINESE HERB COMPANY.

YEE POO LUN, Chinese Herbalist, Managing Director, over twenty-five years' practical experience in America curing the sick with Chinese Herbs. Main Office: Modesto, Calif., U.S.A. Hong Kong Office: 62, Queen's Road Central, 1st floor. Entrance, 69, Queen's Road Central. Office Hours: Daily 9 a.m. to 12.30 p.m., 2 p.m. to 5 p.m. Sundays, 10 a.m. to 3 p.m. Evening Hours: 6.30 p.m. to 8 p.m. by appointment only. European Lady in attendance.



Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure—of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business, or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—THE TIGER BALM. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unequalled in curing the above diseases. The great demand for this BALM, which runs to MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Large Pots	...	60 cents.
Small Pots	...	25 cents.

Do you suffer from chronic headache? Have you found that no other drawback is so serious as to be a constant victim of headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles of an old man and you return home, trying to exact your "Pound of Flesh" from your wife and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance. On the contrary, we are only too anxious to help you to be cheerful everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins, and you will get all the relief you require. We will help you to drive away the evil of this disease—FOR EVER.

SO PLEASE PROVE THE TRUTH OF THE ABOVE BY GETTING A PACKET OF OUR "TIGER BRAND HEADACHE CURE" WHEN OCCASION ARISES.

10 cents per packet.

ENG AUN TONG

THE TIGER MEDICAL HALL

HEAD OFFICE IN RANGOON, BURMA.

BRANCH OFFICES:—

HONG KONG—20, Bonham Street, East. SINGAPORE, SHANGHAI, SWATOW.

ADVERTISED SAILINGS FROM HONG KONG.

EXPECTED ARRIVALS AND MOVEMENTS.

CONSIGNEE NOTICES.

ALEXANDRIA.

Pres. Johnson, Dollar, Mar. 24.
Pres. Monroe, Dollar, Apr. 7.
Pres. Wilson, Dollar, Apr. 21.

AMOI.

Ichang, B. & S., Mar. 20.
Santhia, B.I., Mar. 22.
Tjibodari, J.C.J.L., Mar. 22.
Tjibodari, J.C.J.L., Mar. 22.
Tjibodari, J.C.J.L., Mar. 22.
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Tjibodari, J.C.J.L., Mar. 22.
Tjibodari, J.C.J.L., Mar. 22.

ANTWERP.

Java, Manners, Mar. 20.
Hakozaki Maru, N.Y.K., Mar. 23.
Australian, Manners, Mar. 31.
Padua, P. & O., Apr. 10.

AUSTRALIAN PORTS.

Tango Maru, N.Y.K., Mar. 20.
St. Albans, E. & E., Mar. 23.
Chronos, Dodwell's, Apr. 4.
Aki Maru, N.Y.K., Apr. 24.

BALTO PORTS.

Java, Manners, Mar. 20.
Schlesien, Melchers, Mar. 25.
Australian, Manners, Mar. 31.
Saarbrücken, Melchers, Apr. 10.
Sumatra, Gilman's, Apr. 21.

BALTIMORE.

Nairnbank, Bank, Apr. 2.
Loomedon, Bank, Apr. 10.
Bangkok.

BANGKOK.

Kwangchow, B. & S., Mar. 24.
Kwangtung, B. & S., Mar. 27.
Kalgan, B. & S., Mar. 31.

BOSTON.

Nairnbank, Bank, Apr. 2.
Pres. Monroe, Dollar, Apr. 7.
Loomedon, Bank, Apr. 10.
Pres. Wilson, Dollar, Apr. 21.
Malayan Prince, Furness, Apr. 14.

BOMBAY.

Tottori Maru, N.Y.K., Mar. 23.
Yamagata Maru, N.Y.K., Mar. 31.
Mirzapore, P. & O., Apr. 1.
Awa Maru, N.Y.K., Apr. 11.
Naldera, P. & O., Apr. 13.

BREMEN.

Schlesien, Melchers, Mar. 25.
Saarbrücken, Melchers, Apr. 10.
Dessau, Melchers, Apr. 22.

BRINDISI.

Piave, Dodwell's, Mar. 23.
Viminale, Dodwell's, Apr. 2.
Calcutta.

CALCUTTA.

Talpa, B.I., Mar. 22.
Kutsang, Jardine's, Mar. 25.
Nagato Maru, N.Y.K., Mar. 29.
Suisang, Jardine's, Apr. 1.
Santhia, B.I., Apr. 17.
Tilawa, B.I., Apr. 23.

CEBU.

New York, States S.S., Mar. 20.
G'den M'tain, States S.S., Mar. 21.
Texas, States S.S., Apr. 3.
G'den Dragon, States S.S., Apr. 5.

CHEFOO.

Kueichow, B. & S., Mar. 23.
Huichow, B. & S., Mar. 31.

COLOMBO.

Patroclus, B.F., Mar. 20th.
Piave, Dodwell's, Mar. 23.
Hakozaki Maru, N.Y.K., Mar. 23.
Khyber, P. & O., Mar. 23.
Mirzapore, P. & O., Mar. 23rd.
Pres. Johnson, Dollar, Mar. 24.
Schlesien, Melchers, Mar. 25.
Ermland, Jelsen, Mar. 26.
G. Metzinger, M.M., Mar. 26.
Padua, P. & O., Mar. 28.
Tottori Maru, N.Y.K., Mar. 28.
Yamagata Maru, N.Y.K., Mar. 31.
Mirzapore, P. & O., Apr. 1.
Viminale, Dodwell's, Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jelsen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Saarbrücken, Melchers, Apr. 10.
Awa Maru, N.Y.K., Apr. 11.
Naldera, P. & O., Apr. 13.
Pres. Wilson, Dollar, Apr. 21.
Chenonceaux, M.M., Apr. 23.
Dessau, Melchers, Apr. 22.

COPENHAGEN.

Java, Manners, Mar. 20.
Australian, Manners, Mar. 31.
City of Khartoum, Bank, Apr. 8.
Sumatra, Gilman's, Apr. 21.

DALNY.

Tjibodari, J.C.J.L., Mar. 23.
Trave, Melchers, Mar. 24.
Yingchow, B. & S., Mar. 24.
Africa, Manners, Mar. 31.
Ruh, Jelsen, Apr. 5.
Tjibodari, J.C.J.L., Apr. 6.
Coblentz, Melchers, Apr. 12.
Vogland, Jelsen, Apr. 19.

DUTCH PORTS.

Java, Manners, Mar. 20.
Patroclus, Blue Funnel, Mar. 20th.
Hakozaki Maru, N.Y.K., Mar. 23.
Schlesien, Melchers, Mar. 25.
Ermland, Jelsen, Mar. 26.
Australian, Manners, Mar. 31.
Calchas, B.F., Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jelsen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Saarbrücken, Melchers, Apr. 10.
City of Khartoum, Bank, Apr. 13.
Burgeland, Jelsen, Apr. 15.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.

FOOCHOW.

Haining, Douglas, Mar. 22.
Haining, Douglas, Mar. 22.

GENOA.

Keemun, Blue Funnel, Mar. 20th.
Pres. Johnson, Dollar, Mar. 24.
Ermland, Jelsen, Mar. 26.
Leverkusen, Jelsen, Apr. 5.
Pres. Monroe, Dollar, Apr. 7.
Saarbrücken, Melchers, Apr. 10.
Burgeland, Jelsen, Apr. 15.
Lima Maru, N.Y.K., Apr. 19.
Pres. Wilson, Dollar, Apr. 21.

GLASGOW.

Keemun, Blue Funnel, Mar. 20th.
Patroclus, B.F., Mar. 20th.
City of Khios, Bank, Mar. 23.

GOTHENBURG.

Java, Manners, Mar. 20.
Australian, Manners, Mar. 31.
Chile, Manners, Apr. 15.
Sumatra, Gilman's, Apr. 21.

HAIPHONG AND HOIHOW.

Kiangsu, B. & S., Mar. 20.
Kwangtung, B. & S., Mar. 27.

HAMBURG.

Java, Manners, Mar. 20.
Patroclus, B.F., Mar. 20.
Ermland, Jelsen, Mar. 25.
Schlesien, Melchers, Mar. 25.
Padua, P. & O., Mar. 28.
Australian, Manners, Mar. 31.
Calchas, B.F., Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jelsen, Apr. 5.
Saarbrücken, Melchers, Apr. 10.
City of Khartoum, Bank, Apr. 13.
Burgeland, Jelsen, Apr. 15.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.

HAVRE.

Java, Manners, Mar. 20.
Keemun, B.F., Mar. 20th.
Eurypylus, B.F., Apr. 20.
Australian, Manners, Mar. 31.

HONOLULU.

Emp. of Asia, C.P.S., Mar. 20.
Taiyo Maru, N.Y.K., Mar. 20.
Pres. Jefferson, A.M.L., Mar. 28.
Tenyo Maru, N.Y.K., Apr. 3.
Pres. Lincoln, Dollar, Apr. 9.

HULL.

Khyber, P. & O., Mar. 23rd.
Padua, P. & O., Mar. 28.

ILOILO.

New York, States S.S., Mar. 20.
G'den M'tain, States S.S., Mar. 21.
Texas, States S.S., Apr. 3.
Chronos, Dodwell's, Apr. 4.

JAPAN PORTS.

Emp. of Asia, C.P.S., Mar. 20.
Kitano Maru, N.Y.K., Mar. 20.
Matsumoto Maru, N.Y.K., Mar. 20.
Taiyo Maru, N.Y.K., Mar. 20.
Toyooka Maru, N.Y.K., Mar. 21.
Santhia, B.I., Mar. 22.
Aki Maru, N.Y.K., Mar. 22.
Hakodate Maru, N.Y.K., Mar. 22.
Karnala, P. & O., Mar. 22nd.
Karnala, P. & O., Mar. 22nd.
Karnala, P. & O., Mar. 22nd.
Karnala, P. & O., Mar. 22nd.
Karnala, P. & O., Mar. 22nd.
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Karnala, P. & O., Mar. 22nd.
Karnala, P. & O., Mar. 22nd.
Karnala, P. & O., Mar. 22nd.

KARACHI.

Java, Manners, Mar. 20.
Patroclus, B.F., Mar. 20.
Ermland, Jelsen, Mar. 25.
Schlesien, Melchers, Mar. 25.
Padua, P. & O., Mar. 28.
Australian, Manners, Mar. 31.
Calchas, B.F., Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jelsen, Apr. 5.
Saarbrücken, Melchers, Apr. 10.
City of Khartoum, Bank, Apr. 13.
Burgeland, Jelsen, Apr. 15.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.

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City of Khartoum, Bank, Apr. 13.
Burgeland, Jelsen, Apr. 15.
Sumatra, Gilman's, Apr. 21.
Dessau, Melchers, Apr. 22.

MANILA.

New York, States S.S., Mar. 20.
Tango Maru, N.Y.K., Mar. 20.
G'den M'tain, States S.S., Mar. 21.
City of Guildford, Bank, Mar. 22.
Pres. Johnson, Dollar, Mar. 24.
Ermland, Jelsen, Mar. 26.
Pres. Grant, Dollar, Mar. 26.
City of Khios, Bank, Mar. 28.
Emp. of France, C.P.S., Mar. 29.
St. Albans, E. & E., Mar. 29.
Pres. Lincoln, Dollar, Mar. 30.
Karnala, P. & O., Mar. 30.
Leverkusen, Jelsen, Apr. 5.
Pres. Monroe, Dollar, Apr. 7.
Pres. Cleveland, Dollar, Apr. 8.
Laomedon, Bank, Apr. 10.
Saarbrücken, Melchers, Apr. 10.
Pres. Madison, Dollar, Apr. 13.
Burgeland, Jelsen, Apr. 15.
Changte, B. & S., Apr. 16.
Pres. Wilson, Dollar, Apr. 21.

MARSEILLES.

Java, Manners, Mar. 20.
Patroclus, B.F., Mar. 20th.
Hakozaki Maru, N.Y.K., Mar. 23.
Khyber, P. & O., Mar. 23.
Pres. Johnson, Dollar, Mar. 24.
Schlesien, Melchers, Mar. 25.
Ermland, Jelsen, Mar. 26.
G. Metzinger, M.M., Mar. 26.
Padua, P. & O., Mar. 28.
Malwa, P. & O., Mar. 30th.
Australian, Manners, Mar. 31.
Mirzapore, P. & O., Apr. 1.
Calchas, B.F., Apr. 2.
Leverkusen, Jelsen, Apr. 3.
Pres. Monroe, Dollar, Apr. 7.
Porthos, M.M., Apr. 9.
Naldera, P. & O., Apr. 13.
Burgeland, Jelsen, Apr. 15.
Antenor, B.F., Apr. 17.
Chile, Manners, Apr. 18.
Lima Maru, N.Y.K., Apr. 19.
Pres. Wilson, Dollar, Apr. 21.
Dessau, Melchers, Apr. 22.
Chenonceaux, M.M., Apr. 23.

NAPLES.

Pres. Johnson, Dollar, Mar. 24.
Pres. Monroe, Dollar, Apr. 7.
NEW YORK, BOSTON, etc.

Pres. Johnson, Dollar, Mar. 24.
Maybashi Maru, N.Y.K., Mar. 28.
Nairnbank, Bank, Apr. 2.
Pres. Monroe, Dollar, Apr. 7.
Laomedon, Bank, Apr. 10.
Malayan Prince, Furness, Apr. 14.
Pres. Wilson, Dollar, Apr. 21.

NORTH CHINA.

Tjibodari, J.C.J.L., Mar. 23.
Trave, Melchers, Mar. 24.
Ruh, Jelsen, Apr. 5.
Tjibodari, J.C.J.L., Apr. 6.

ORAN.

Schlesien, Melchers, Mar. 23.
Saarbrücken, Melchers, Apr. 10.
Dessau, Melchers, Apr. 22.

OSLO.

Sumatra, Gilman's, Apr. 21.

PANAMA.

Maybashi Maru, N.Y.K., Mar. 28.

PENANG.

Java, Manners, Mar. 20.
Taima, B.I., Mar. 22.
Hakozaki Maru, N.Y.K., Mar. 23.
Khyber, P. & O., Mar. 23.
Pres. Johnson, Dollar, Mar. 24.
Kutsang, Jardine's, Mar. 25.
Schlesien, Melchers, Mar. 25.
Ermland, Jelsen, Mar. 26.
G. Metzinger, M.M., Mar. 26.
Padua, P. & O., Mar. 28.
Tottori Maru, N.Y.K., Mar. 28.
Yamagata Maru, N.Y.K., Mar. 31.
Mirzapore, P. & O., Apr. 1.
Suisang, Jardine's, Apr. 1.
Calchas, B.F., Apr. 2.
Viminale, Dodwell's, Apr. 2.
Glengarry, Jardine's, Apr. 3.
Leverkusen, Jelsen, Apr. 5.
Hakusan Maru, N.Y.K., Apr. 6.
Pres. Monroe, Dollar, Apr. 7.
Chile, Manners, Apr. 18.

PLYMOUTH.

City of Khios, Bank, Mar. 26.
Malwa, P. & O., Mar. 30.

PORTLAND.

Washington, States S.S., Mar. 23.

RABAT.

Chronos, Dodwell's, Apr. 4.
Bremerhaven, Melchers, Apr. 10.

RANGOON.

Nagato Maru, N.Y.K., Mar. 29.

SAIGON.

G. Metzinger, M.M., Mar. 26.
Porthos, M.M., Apr. 9.
Chenonceaux, M.M., Apr. 23.

SANDAKAN.

St. Albans, E. & E., Mar. 29.
Chronos, Dodwell's, Apr. 4.
Mausang, Jardine's, Apr. 6.
Hinsang, Jardine's, Apr. 13.

SAN FRANCISCO.

Taiyo Maru, N.Y.K., Mar. 20.
Golden Tide, States S.S., Mar. 23.
Pres. Jefferson, A.M.L., Mar. 26.
Grays Harbor, States S.S., Mar. 26.
Tenyo Maru, N.Y.K., Apr. 3.
Rakuyo Maru, N.Y.K., Apr. 5.
Pres. Lincoln, Dollar, Apr. 8.
Pres. Madison, Dollar, Apr. 23.

SCANDINAVIAN PORTS.

Java, Manners, Mar. 20.
Australian, Manners, Mar. 27.
Chile, Manners, Apr. 18.
Sumatra, Gilman's, Apr. 21.

SEATTLE.

Shidzuoka Maru, N.Y.K., Mar. 25.
Grays Harbor, States S.S., Mar. 26.
Protestant, B.F., Mar. 26.
Pres. Grant, Dollar, Apr. 2.
Yokohama Maru, N.Y.K., Apr. 8.
Pres. Cleveland, Dollar, Apr. 16.

SHANGHAI.

Emp. of Asia, C.P.S., Mar. 20.
Ichang, B. & S., Mar. 20.
Kitano Maru, N.Y.K., Mar. 20.
Matsumoto Maru, N.Y.K., Mar. 20

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"KIANGSU"	On 20th Mar.	10 a.m.
AMOI & SHANGHAI	"IOHANG"	On 20th Mar.	8 p.m.
SWATOW & SHANGHAI	"CHENAN"	On 21st Mar.	8 a.m.
WENAIWAI, CHENPOO & TIENTSIN	"KUNICHOW"	On 23rd Mar.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 24th Mar.	8 a.m.
AMOI, SWATOW & SHANGHAI	"ANKING"	On 24th Mar.	8 a.m.
SANTOAO, SHANGHAI, NINGBO & DALY	"YINGCHOW"	On 24th Mar.	8 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 24th Mar.	Noon
AMOI, SHANGHAI & TIENTSIN	"SZECHUEN"	On 26th Mar.	8 p.m.
AMOI, SWATOW & SHANGHAI	"CHINHUA"	On 27th Mar.	8 a.m.
HONGKONG, SHANGHAI & BANGKOK	"KWANGTUNG"	On 27th Mar.	10 a.m.
WENAIWAI, CHENPOO & TIENTSIN	"HUICHOW"	On 31st Mar.	8 a.m.
AMOI, SWATOW & SHANGHAI	"ANHUI"	On 31st Mar.	8 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 31st Mar.	Noon

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Telephone Central 36.
Agents.

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AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Unsurpassed First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

SHIP	Days from Hong Kong	Days to Sydney
CHANGTE	9th April	16th April
TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	9th July	16th July

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AND

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "LAOMEDON"	via Suez Canal	10th April
S.S. "BREXENOR"	via Suez Canal	8th May
S.S. "CITY OF LILLE"	via Suez Canal	17th May

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to—**BUTTERFIELD & SWIRE,**
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

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PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "MALVAN PRINCE" ... 14th April

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furprince

King's Building.

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FRENCH MAIL STEAMERS

Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

G. METZINGER ... 28th Mar.

PORTHOS ... 9th Apr.

CHENONCEAUX ... 23rd Apr.

ATHOS II ... 7th May

DARTAGNAN ... 21st May

RELIANT ... 4th June

ANGOR ... 18th June

ANDRE LEBON ... 2nd July

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oren, Cambrage, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—**Cie des Messageries Maritimes,**
Telephone: (1) 651 and 740.
3, Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Time from Hong Kong	18th MARCH, 1929						19th MARCH, 1929					
		Barometer at Sea Level	Thermometer	Wind	Direction	Force	State of Sky	Barometer at Sea Level	Thermometer	Wind	Direction	Force	State of Sky
Wladivostok	12	29.96	76.0	88	...	0	o	29.86	75.3	28	...	4	o
Nemuro	11	30.18	76.5	...	...	1	...	29.88	75.0	...	...	1	...
Hokodate	...	30.16	76.0	...	...	1	...	29.73	75.0	...	...	1	...
Tokio	...	30.20	76.7	...	...	1	...	29.82	76.0	...	...	1	...
Kochi	...	30.20	76.7	...	...	1	...	29.82	75.7	...	...	1	...
Nagasaki	...	30.18	76.0	...	...	1	...	29.80	75.7	...	...	1	...
Kagoshima	...	30.18	76.5	...	...	1	...	29.86	75.3	...	...	1	...
Oshima	...	...	...	...	...	1	...	29.96	76.1	...	...	1	...
Naha	...	30.10	76.5	...	...	1	...	29.86	76.1	...	...	1	...
Ishigakijima	...	30.12	76.5	...	...	1	...	29.98	76.1	...	...	1	...
Bonin Island	...	30.22	76.5	...	...	1	...	30.14	76.5	...	...	1	...
Chafoo	15	30.01	76.2	44	68	N	...	30.16	76.0	38	83	N	...
Shanghai	14	29.88	75.9	72	40	WSW	...	30.19	76.6	39	83	NNW	...
Gutzlaff	...	29.95	76.7	54	74	SSW	...	30.22	76.7	42	92	NNW	...
Sharp Peak	...	30.24	76.1	71	68	ESE	...	30.10	76.4	58	75	NE	...
Amoy	...	29.99	76.1	74	43	SSW	...	30.02	76.2	60	82	WSW	...
Swatow	...	30.02	76.2	72	77	E	...	30.04	76.3	58	84	NE	...
Taihou	11	30.07	76.3	77	40	SE	...	30.04	76.3	54	88	...	...
Taihu	...	30.12	76.5	75	...	W	...	30.06	76.3	54	...	...	...
Tainan	...	30.11	76.4	79	...	WSW	...	30.01	76.2	54	...	...	...
Koshun	...	30.08	76.4	79	...	NE	...	30.00	76.2	66	...	...	...
Pescadore	...	30.12	76.5	72	...	NNW	...	30.02	76.2	61	...	...	...
Hong Kong	14	30.06	76.3	73	59	W	...	30.02	76.2	63	91	...	...
Gap Rock	...	30.05	76.3	...	...	NNE	...	30.02	76.2	...	...	WSW	...
Macao	...	30.05	76.2	73	60	SE	...	29.98	76.1	63	100	...	...
Haihow	...	...	...	...	...	...	...	...	...	...	...	...	...
Pratas Island	...	30.02	76.2	78	70	ENE	...	30.00	76.2	68	84	NE	...
Phu Lien	15	30.01	76.3	79	55	SSE	...	30.06	76.3	63	88	NE	...
Tourane	...	30.00	76.2	72	...	N	...	30.04	76.2	66	...	...	...
Cape St. James	...	29.96	75.8	81	...	E	...	29.89	75.9	75	...	ENE	...
Basco	14	29.95	76.0	79	78	E	...	29.93	76.0	64	93	...	...
Apurri	...	29.93	76.0	77	76	NE	...	29.89	75.9	70	94	...	...
Tuguegarao	...	29.89	75.9	82	57	NE	...	29.89	75.9	70	96	...	...
Vigan	...	29.84	75.7	84	68	NW	...	29.84	75.7	75	76	SE	...
Manila	...	29.82	75.7	90	51	WSW	...	29.85	75.8	70	85	NE	...
Legaspi	...	29.81	75.7	77	94	ENE	...	29.80	75.6	77	88	N	...
Calabog	...	...	...	...	...	...	...	29.81	75.7	73	98	NNE	...
Tacolban	...	...	...	...	...	...	...	...	...	...	...	...	...
Iloilo	...	29.76	75.6	82	81	N	...	29.81	75.7	74	92	NE	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	...	...	...	...	...	...	...	29.89	75.9	...	...	...	...
Guan	12.22	29.85	75.8	...	...	E	...	29.87	75.7	...	...	...	...
Yap	11.00	29.81	75.7	...	...	ENE	...	29.87	75.7	...	...	...	...
Pelaw	...	...	...	...	...	...	...	29.86	75.4	73	...	...	...
Ponape	...	...	...	...	...	...	...	29.79	75.6	77	...	...	...
Labuan	14	29.84	75.7	84	83	NW	...	29.82	75.7	77	91	NW	...

March 19d. 10h. 33m.—The depression has passed into the Sea of Japan.

An anticyclone has formed over China.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.52 inches, against an average of 4.70 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 20th.

District.

Forecast.

- 1.—Formosa Channel ... Light, westerly or variable winds, freshening slightly from N.E. later, fine to cloudy.
- 2.—South coast of China between Hong Kong and Lamocke
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Mar. 19th.

Barometer	Thermometer	Humidity	Wind	Direction	Force	State of Sky
30.06	30.02	29.96	73	63	63	...
59	90	63	...	...	...	...

Highest open-air Temperature, 19th: 74

Lowest open-air Temperature, 19th: 63

B=Blue sky; O=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months.

AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From March 20th to 26th, 1929.

HIGH WATER. LOW WATER.

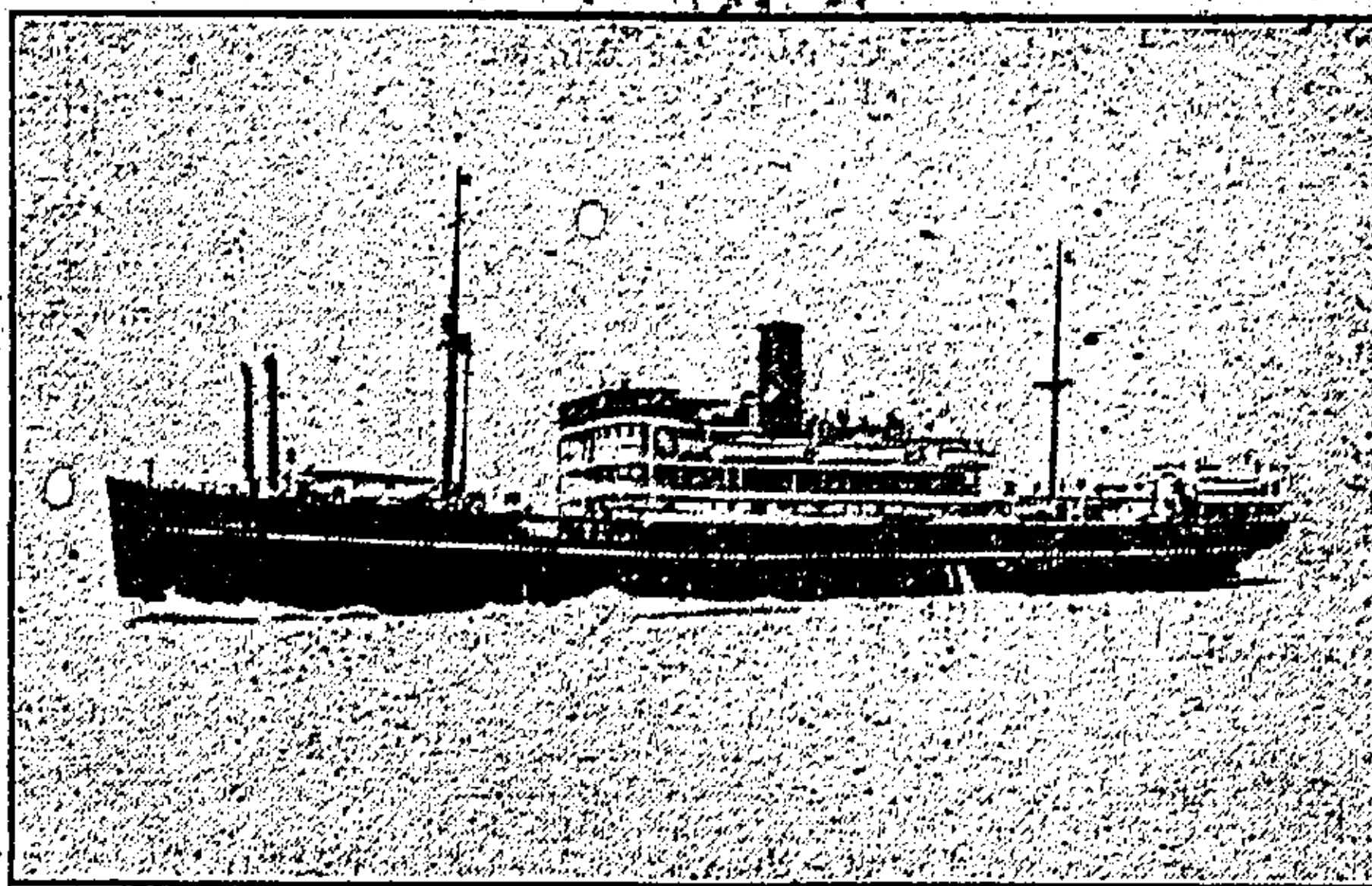
Days of Week	Date of Month	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Wed.	20	No. 14	5.14	5.14	0.27
Thur.	21	5.14	5.14	0.27	1.3
Fri.	22	5.14	5.14	0.27	1.3
Sat.	23	5.14	5.14	0.27	1.3
Sun.	24	5.14	5.14	0.27	1.3
Mon.	25	5.14	5.14	0.27	1.3
Tues.	26	5.14	5.14	0.27	1.3

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

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S.S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at Kowloon Docks by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hong Kong Service.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Thurs. 21st Mar. at 3 p.m.
	"CHAKSANG"	Sun. 24th Mar. at 7 a.m.
	"KWONGSANG"	Wed. 27th Mar. at 7 a.m.
	"KWAISANG"	Sun. 31st Mar. at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"YUENSANG"	Satur. 23rd Mar. at 7 a.m.
KOBE via AMOI & MOJI	"NAMSANG"	Wed. 17th Mar. at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Mon. 35th Mar. at 3 p.m.
	"SUISANG"	Mon. 1st Apr. at 3 p.m.
SANDAKAN	"MAUSANG"	Fri. 5th Apr. at 3 p.m.
	"HINSANG"	Satur. 13th Apr. at 3 p.m.
TIENTSIN	"CHONGSHING"	Satur. 30th Mar. at Noon
CANTON	"KWONGSANG"	Wed. 20th Mar. at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
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Telephone: Central No. 315.

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GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENHARRY"	...	3rd April
Motor Vessel "GLENHIEL"	...	1st May
Motor Vessel "GLENBERG"	...	29th May
Steamship "GLENIFFER"	...	26th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARNABYONSHIRE"	...	1st April
Motor Vessel "GLENBERG"	...	1st April
Steamship "CARNABYONSHIRE"	...	29th April
Steamship "GLENIFFER"	...	17th May
Steamship "CARNABYONSHIRE"	...	27th May

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AGENTS: THE GLEN LINE, LTD.

[7]



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SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 28	Mar. 28	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 18	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 9	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 21	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 11	June 23
EMPERESS OF RUSSIA	June 26	June 29	July 3	July 3	July 13
EMPERESS OF ASIA	July 10	July 13	July 16	July 16	July 27
EMPERESS OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 6	Aug. 17
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Aug. 30	Sept. 7
EMPERESS OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 10	Sept. 21

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Mar. 29	Mar. 31	EMPRESS OF FRANCE	Apr. 5
Apr. 19	Apr. 21	EMPRESS OF RUSSIA	Apr. 28

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N.Y.K. LINE

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2120, 2112, 2110, 2102, 223, via SAN FRANCISCO,
644, 6430 via JAPAN to SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Wednesday, 20th Mar.

YENYO MARU ... Wednesday, 3rd Apr.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SEIZUOKA MARU ... Monday, 25th Mar.

YOKOHAMA MARU ... Monday, 8th Apr.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

HAZUOZAKI MARU ... Saturday, 23rd Mar.

ELKUSAN MARU ... Saturday, 6th Apr.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 20th Mar.

AKI MARU ... Wednesday, 24th Apr.

BOMBAY via Singapore, Penang & Colombo.

TOTOBARI MARU ... Thursday, 28th Mar.

YAMAGATA MARU ... Sunday, 31st Mar.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

RAKUYO MARU ... Friday, 19th Apr.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KANAGAWA MARU ... Friday, 5th Apr.

NEW YORK via PANAMA.

MAYEBAI MARU ... Thursday, 28th Mar.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU ... Friday, 19th Apr.

CAIOUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Friday, 29th Mar.

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU ... Wednesday, 20th Mar.

AKI MARU (Nagasaki direct) ... Friday, 22nd Mar.

YAKATA MARU (Moji direct) ... Friday, 22nd Mar.

MATSUMOTO MARU ... Saturday, 23rd Mar.

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Telephone: Central No. 292 (Private exchanges to all Dept.).



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MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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"VAN HEUTSZ"

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English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

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Service to & destinations in the Netherlands East Indies
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Telephone 1574. York Buildings, Cross Street, Singapore.

Shipping News

Daily Statement, Waterfront News,
etc.

YESTERDAY'S FREIGHT
RETURNS.

IMPORTS 12,800 TONS
THROUGH CARGO
11,700 TONS.

During the 24 hours ended at 9
a.m. yesterday the general returns
shown at the Harbour Office of
cargoes carried by vessels arriving
in Hong Kong were as follows:—

Cargo for Through H.K. Ports.	British Patrols.	Others.
Chefoo	5	6,000
Athelmer, British str., 3,600 tons, Capt. F. A. C. Heslop, from Sourabaya, New Jersey.—Pure Cane Molasses Co.		
March 18th.		
Akera, Norwegian str., 2,811 tons, Capt. K. E. Lindstol, from Tarakan, North Point.—A.P.C. Indus Maru, Japanese str., 2,897 tons, Capt. C. Iwasa, from Moji, Kowloon Wharf.—O.S.K.		
Patroclus, British str., 11,314 tons, Capt. G. T. Clark, from Shang- hai, Holt's Wharf.—B. & S.		
Wai Shing, British str., 1,169 tons, Capt. J. W. Pettigrew, from Saigon, buoy No. C37.—Jardine, Matheson & Co.		
March 19th.		
Amur Maru, Japanese str., 4,823 tons, Capt. M. Yamaguchi, from Singapore, Kowloon Wharf.— O.S.K.		
Bengal Maru, Japanese str., 3,321 tons, Capt. H. Sawamura, from Saigon, Kowloon Wharf.— N.Y.K.		
Chenan, British str., 1,354 tons, Capt. A. Cook, from Shanghai and Amoy, buoy No. B12.—B. & S.		
Chinese Prince, British str., 3,668 tons, Capt. Morrison, from Shanghai, buoy No. A28.—Prince Line.		
Chung Kong, Chinese str., 447 tons, Capt. K. Shau, from Tourane, buoy No. B38.—Yan Lee.		
Delhi Maru, Japanese str., 1,893 tons, Capt. E. Yamamoto, from Can- ton, O.S.K. Wharf.—O.S.K.		
Keemun, British str., 5,853 tons, Capt. W. R. F. Holden, from Shanghai, buoy No. A3.—B. & S.		
Kueichow, British str., 1,920 tons, Capt. A. F. Summerfield, from Swatow, buoy No. C45.—B. & S.		
Nippon, Swedish str., 2,821 tons, Capt. Zennert, from Shang- hai, buoy No. B35.—Gilman & Co.		
Tango Maru, Japanese str., 4,238 tons, Capt. M. Nakamura, from Nagasaki, Kowloon Wharf.— N.Y.K.		
Van Heutz, Dutch str., 2,748 tons, Capt. J. Groothoff, from Singa- pore, buoy No. A2.—J.C.J.L.		
Arrivals and Departures.		
The following were the arrivals and departures during the period under review:—		
British	Arr.	Dep.
Norwegian	1	6
Japanese	2	5
Chinese	3	4
American	0	1
Total	11	20

Arrivals and Departures.

British Patrols.	Others.
Patroclus	5
Athelmer	6,000
Chefoo	5
Akera	2,811
Indus Maru	2,897
Patroclus	11,314
Wai Shing	1,169
Amur Maru	4,823
Bengal Maru	3,321
Chenan	1,354
Chinese Prince	3,668
Chung Kong	447
Delhi Maru	1,893
Keemun	5,853
Kueichow	1,920
Nippon	2,821
Tango Maru	4,238
Van Heutz	2,748
Total	11,735

Arrivals and Departures.

British Patrols.	Others.
Patroclus	5
Athelmer	6,000
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Akera	2,811
Indus Maru	2,897
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Keemun	5,853
Kueichow	1,920
Nippon	2,821
Tango Maru	4,238
Van Heutz	2,748
Total	11,735

DAILY WATERFRONT
NEWS.

MARINE COURT CASES.

Two mistresses of cargo boats
were before Commander G. F. Hole
at the Marine Court yesterday
morning for making fast to the
s.s. Waishing whilst under way in
the Southern wharf. Lance Ser-
geant Goldsmith prosecuted and
both defendants pleaded guilty.
They were fined 10 days each with
the alternative of 10 days' hard labour.
A Chinese boatman was sum-
moned for failing to take out a license
for his boat and for not exhibiting
the regulation lights whilst under-
way at night. Lance Sergeant Mc-
Robbie prosecuted and the defend-
ant admitted both offences. He
was fined 10 days or one week's
imprisonment on the first summons
and 10 or 10 days' hard labour
on the second offence. In default
of the fines not being paid the
sentences were to run consecuti-
vely.

Asiatic Deck Passengers.
The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 8 a.m. yesterday:—
Patroclus (Br.) Chefoo, Shang-
hai 4
Kwongchow (Br.) Bangkok, 338
Wai Shing (Br.) Saigon 35
Hellas (Nor.) Bangkok, Swatow 7
Cheung On (Chi.) Shanmei 91
Tak Hing (Chi.) Antow 100
Total 373

Scuffle on a Sampan.

A 14 year old sampan boy was
injured in a fracas which occurred
on a sampan. He received a cut
on the left wrist and fell over-
board but was rescued and taken
on board the s.s. Hellas. Later
he was sent to the Kowloon
Hospital.

Lavers. Mrs. W. O'Hara, Master
and Miss O'Hara, Miss M. O'Neill,
Mrs. R. Scott, Miss P. Scott, Mas-
ter R. Scott, Mr. F. Walker.

ARRIVALS.

March 17th.
Athelmer, British str., 3,600 tons,
Capt. F. A. C. Heslop, from
Sourabaya, New Jersey.—Pure
Cane Molasses Co.
March 18th.
Akera, Norwegian str., 2,811 tons,
Capt. K. E. Lindstol, from
Tarakan, North Point.—A.P.C.
Indus Maru, Japanese str., 2,897
tons, Capt. C. Iwasa, from
Moji, Kowloon Wharf.—O.S.K.

Patroclus, British str., 11,314 tons,
Capt. G. T. Clark, from Shang-
hai, Holt's Wharf.—B. & S.
Wai Shing, British str., 1,169 tons,
Capt. J. W. Pettigrew, from
Saigon, buoy No. C37.—Jardine,
Matheson & Co.
March 19th.
Amur Maru, Japanese str., 4,823
tons, Capt. M. Yamaguchi, from
Singapore, Kowloon Wharf.—
O.S.K.

Bengal Maru, Japanese str., 3,321
tons, Capt. H. Sawamura, from
Saigon, Kowloon Wharf.—
N.Y.K.
Chenan, British str., 1,354 tons,
Capt. A. Cook, from Shanghai
and Amoy, buoy No. B12.—B. &
S.
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tons, Capt. Morrison, from
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Nagasaki, Kowloon Wharf.—
N.Y.K.

Van Heutz, Dutch str., 2,748 tons,
Capt. J. Groothoff, from Singa-
pore, buoy No. A2.—J.C.J.L.

CLEARANCES.

March 19th.
Antow, for Swatow.
Bengal Maru, for Moji.
Chenan, for Canton.
Chinese Prince, for Manila.
Empress of Asia, for Shanghai.
Hayang, for Swatow.
Hawaii, for Saigon.
Imatzen, for Singapore.
Indus Maru, for Singapore.
Keemun, for Singapore.
Kiangsu, for Hoikow.
King Yuan, for Amoy.
Kueichow, for Shanghai.
Kronviken, for Saigon.
Nippon, for Manila.
Patroclus, for Singapore.
Shantung, for Swatow.
Shanghai, for Saigon.
Sunkong, for Kwang Chow Wan.
Tai Fook Sing, for Saigon.
Taiyo Maru, for Shanghai.
Tango Maru, for Manila.
Wing Wo, for Kwang Chow Wan.

Scuffle on a Sampan.

A 14 year old sampan boy was
injured in a fracas which occurred
on a sampan. He received a cut
on the left wrist and fell over-
board but was rescued and taken
on board the s.s. Hellas. Later
he was sent to the Kowloon
Hospital.

Lavers. Mrs. W. O'Hara, Master
and Miss O'Hara, Miss M. O'Neill,
Mrs. R. Scott, Miss P. Scott, Mas-
ter R. Scott, Mr. F. Walker.

PASSENGERS.

The following first class passen-
gers left here by the P.O. McKin-
lay for Seattle on March 19th:—
Mrs. J. E. Brady, Mr. and Mrs.
John H. Booth, Mr. W. S. Buck,
Mr. L. Everett, Mr. C. E. Aldrick,
Mrs. H. D. Aldrick, Miss Adeline
Aldrick, Mrs. F. S. Dean, Mr. and
Mrs. A. T. Gillespie, Major and
Mrs. T. D. Hurley, Mr. N. Ander-
son, Mr. and Mrs. Rafael R.
Alunan, Miss Lourdes Alunan,
Mrs. A. N. Anderson, Mr. Matt M.
Axelrod, Mrs. Lula S. Bromby,
Sister Mary Burns, Miss Juanita
le Blanc, Mr. Mauro Baradi, Mr.
W. R. Ballard, Miss L. R. Castao,
Mr. N. E. Cramer, Mr. Ernest
Diet, Mr. Alfred Ehrman, Mr.
Jose Fernandez, Sister Mary Gal-
lach, Mr. and Mrs. H. A. White,
Mr. S. R. Hawthorne, Miss Adels
Mason, Mr. Yung, Mr. H. W.
Chang, Fook Kwong, Mr. H. W.
Chang, Miss Mabel Smith, Mr.
James Woo, Mr. L. Verber, Mrs.
M. L. Bristol, Miss E. M. Hoehn,
Miss K. F. Hoehn, Col. and Mrs.
Bailey, Mr. and Mrs. Lam Ki, Mr.
Y. Tsam, Mr. H. K. Murphy, Mr.
I. C. Maller, Mr. T. C. Liu, Mr.
T. K. Liu, Mrs. Bellairs, Miss
Bellairs, Mr. and Mrs. Henry A.
Monroe, Rev. and Mrs. A. H.
Page, Mr. N. Poutama, Mr. L. G.
Raymond, Mr. A. Strok, Miss Lulu
Strok, Mr. Frederick Waller, Mr.
and Mrs. O. H. Esby, Mrs. Cary
B. Millholland, Mrs. C. E.
Sterling, Mr. and Mrs. F. R. Mil-
lard, Mr. and Mrs. F. E. Payne,
Miss S. McKee, Mr. and Mrs.
Camilo Oasias, Miss Felicidad,
Master Benjamin Oasias, Master Victor
Oasias, Master Camilo Oasias, Mr.
and Mrs. de la Rama, Mr. and
Mrs. Manuel Roxas, Mr. R. Cor-
pus, Mrs. T. A. Wright, Mrs. C.
E. Walker, Mr. and Mrs. John H.
Walker, Mr. and Mrs. W. H.
Young, Miss Betty Young, Mr.
Jose de Jesus, Mr. Urbano A.
Zafra, Mr. Luk Soong Yan, Mr.
Lee Sun, Mr. and Mrs. Fan Wa
Shun, Mr. and Mrs. P. Muggiani,
Madam Ng Shin Din, Mr. E. M.
Oliveira, Mr. James Louis, Mr.
and Mrs. F. A. Waller, Mrs. G.
F. Bighiny, Mr. and Mrs. Chan
Pak, Mr. Lee Pu, Mr. and Mrs.
E. P. Goodrich, Mr. R. E.
Handers, Mr. A. G. Waller, Mr.
S. F. Lam, Mr. and Mrs. F.
Fistere, Mr. Charles Toy, Mr.
Phya Prakit Kolassata, H.E. Phya
Dangrong Ruedym.

The following passengers leave
to-day by the Patroclus for the
United Kingdom via Singapore:—
Mr. C. Breyer, Mr. R. Butterworth,
Mr. and Mrs. A. S. Guttridge,
Judge & Mrs. Ross, Mr. G. A.
Jordahl, Mr. J. M. Thrussell, Mr.
W. E. Jenner, Miss C. Crappell,
Miss V. Crappell, Mr. and Mrs. H.
Gild, Mr. and Mrs. F. H. Crappell,
Miss J. Crappell, Mr. and Mrs. G.
M. Eady, Mr. W. Easton, Mrs. F.
A. Lovegrove, Miss M. Smith, Mr.
B. Handers, Miss M. C. Oliver,
Capt. E. Walker, Master E.
Walker, Mr. H. Tester, Mrs. E.
Walker, Miss Walker, Mr. and
Mrs. D. H. Perry, Mr. G. E.
Ellama, Mrs. A. B. Grant, Mr. D.
L. McWhirter, Mr. J. D. Thomson,
Mrs. C. P. Marcel, Miss A. M.
Marcel, Miss J. R. Marcel, Master
J. P. Marcel, Mr. and Mrs. E. D.
Butler, Mrs. G. W. Reid, Mr. W.
B. Cornaby, Mrs. Appleboom and
infant, Mr. and Mrs. F. R. Barry,
Miss G. Barry, Miss J. Barry,
Mrs. Cordew, Mr. G. Dunlop, Lt.
Col. Ellis, Miss Ellis, Mrs. A. E.
Green and infant, Mr. W. R.
Harvey, Mr. A. H. Heather, Mr.
and Mrs. T. H. Hutchison, Master
C. D. Hutchison, Mrs. J. F.
(Continued on Previous Column.)

P. & O., British India
Apar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
SLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTS, NIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KHYBER"	9,114	23rd Mar.	Marseilles and London.
"MALWA"	10,990	30th Mar.	Marseilles and London.
"KADIA"	5,567	3rd Apr.	Mars. Ldon., A'werp, B'dm. & H'burg.
"NADDERA"	18,083	10th Apr.	Straits, Colombo and Bombay
"MIRZAPUR"	8,715	16th Apr.	Marseilles and London.
"KARMALA"	9,128	20th Apr.	Straits, Colombo & Bombay
"ALIPORA"	5,373	24th Apr.	Bombay, Marseilles and London
"MANTUA"	10,940	17th Apr.	Mars. Ldon., A'werp, B'dm. H'bg.
"NAGPORA"	5,323	4th May	Marseilles and London
"KALYAN"	9,144	11th May	Bombay, Marseilles and London
"MOREA"	10,853	25th May	Mars. Ldon., A'werp, B'dm. H'bg.
"LAHORE"	5,253	1st June	Marseilles and London
"DELTA"	5,318	15th June	Mars. Ldon., A'werp, B'dm. H'bg.
"JEYPORE"	5,287	22nd June	Marseilles and London
"RAJPUTANA"	18,583	29th June	Mars. Ldon., A'werp, B'dm. H'bg.
"PERIM"	7,643	29th June	Marseilles and London
"KASHGAR"	9,005	6th July	Marseilles and London
"BAMPURA"	18,801	20th July	Bombay, Marseilles and London
"KHYBER"	9,114	3rd Aug.	Marseilles and London
"MALWA"	10,990	17th Aug.	Bombay, Marseilles and London
"KADIA"	5,567	31st Aug.	Marseilles and London
"NADDERA"	18,083	14th Sept.	Bombay, Marseilles and London
"MIRZAPUR"	8,715	25th Sept.	Marseilles and London
"KARMALA"	9,128	28th Oct.	Marseilles and London
"ALIPORA"	5,373	9th Nov.	Bombay, Marseilles and London
"MANTUA"	10,940	23rd Nov.	Marseilles and London

+ Calls Casablanca.

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Con-
stantinople, Pirena, Smyrna, and other Levant Ports by steamers of
the Khedivial Mail Steamship Co.

